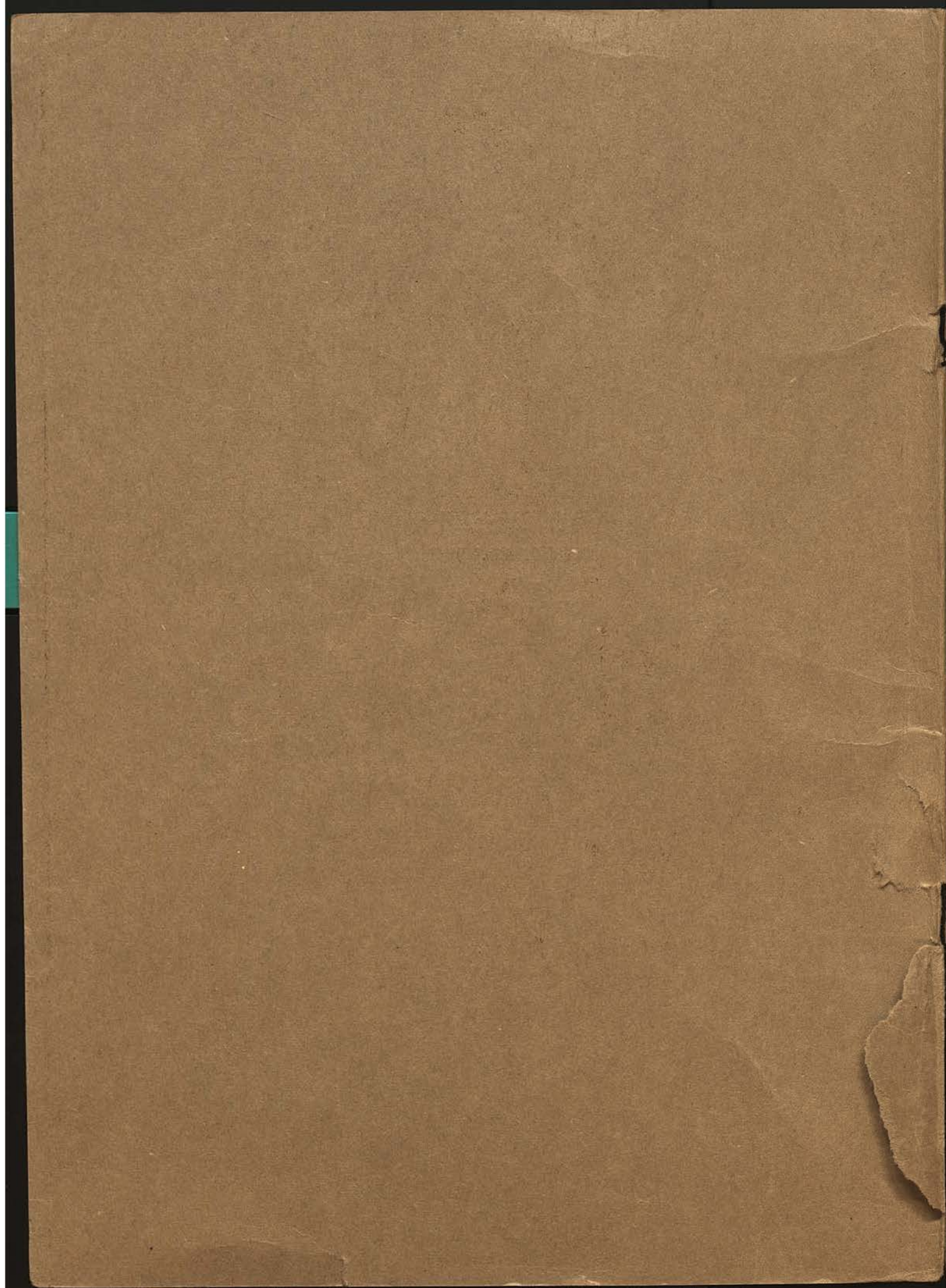




*City of*  
**EAST WINDSOR**

1 9 2 9









## FOREWORD

THE Town of Ford City is no more! With broader privileges and the greater duties and responsibilities there emerges in its stead the new Municipal Corporation of the City of East Windsor. Few communities in the history of Canadian development have had the steady and rapid growth of this corporation which was launched as an independent municipal entity—the village of Ford in 1913—and which has been gradually expanding ever since until today it numbers 17,000 inhabitants. That impetus which has been marked from the outset is still acquiring momentum. The vista of the future which is opened to us at present is one that gives us every assurance of greater growth and broader prosperity with the flight of Time. Within the past few months East Windsor and its environs have given evidence of a new industrial awakening. The immediate future is filled with promise of greater opportunity and it is my hope that we shall be alert to seize these possibilities as they arise.

A retrospective glance at the history of what comprises the new City of East Windsor shows that from the earliest times those natural advantages that make for an ideal industrial community were fully appreciated by business men. In this respect, East Windsor has historical precedence over Walkerville and Windsor, neighboring and friendly communities.

Those advantages that attracted the early saw mills, and later the wagon works that were to catch the inspiration of automotive transportation, now play formidable roles in these days of greater efficiency and mass production. Coupled with these is the greater diffusion of wealth and the rapidly expanding markets, foreign and domestic, which spell greater things for the future.

The members of the municipal council of Ford City, who are retiring with the new status that new City of East Windsor is assuming, take this opportunity of extending an invitation to their fellow Canadians and to the American people to come to East Windsor, take cognizance of the opportunities for those desiring to manufacture, trade or live within its borders. And, I, as mayor, speaking for the retiring council, and on behalf of the incoming mayor and council whoever they may be, bespeak for all who come to visit us the heartiest of welcomes.

*Francis C. Cherry*

East Windsor,  
June 1, 1929.

Mayor.

***Congratulations***

To the  
**City of EAST WINDSOR**



**River Sand Brick Company, Ltd.**

*Manufacturers of Sand Lime Brick*

Burnside 5447  
EAST WINDSOR, ONTARIO

***Congratulations***

to the  
**City of East Windsor**



**Essex Transit Company, Limited**

*Sand and Gravel Freighters*

Burnside 280  
EAST WINDSOR, ONTARIO



*Birthday Greetings*

To the City of East Windsor

Merlo  
Merlo & Ray  
Limited

*Excavating, Paving and Sewer*  
**CONTRACTORS**

Sand            Gravel  
Builders' Supplies



BURNSIDE 280

EAST WINDSOR, ONTARIO



THE CITY OF EAST WINDSOR



*Compliments of the*

**PITTSBURGH  
COAL COMPANY**

**PITTSBURGH PA. PENNA.**

*Producers of  
Champion Coal*

**SALES OFFICES**

Cleveland  
Youngstown  
Erie  
Toronto  
Cincinnati  
New York  
Utica  
Buffalo  
Sault Ste. Marie

Pittsburgh Coal Co. of Wisconsin  
Duluth, Minneapolis, St. Paul

*Sole Distributor Milwaukee District*  
Milwaukee Western Fuel Co.  
Milwaukee, Wisconsin





*To . . . .*

# East Windsor

THE FASTEST GROWING COMMUNITY  
IN CANADA

*"We Grew Up Together"*  
**1913 - 1929**

OUR DEVELOPMENT COVERS 579 ACRES  
OR ALMOST 1/3 OF EAST WINDSOR  
VISIT THE REAUME COUNTRY CLUB  
DISTRICT TODAY.

REMEMBER—IT WAS FARM LAND IN 1922

ESTABLISHED 1913

## REAUME ORGANIZATION LIMITED

BROKERS, LAND DEVELOPERS, APPRAISERS,  
MANAGERS OF ESTATES, INSURANCE

459 OUELLETTE AVENUE  
WINDSOR, ONTARIO



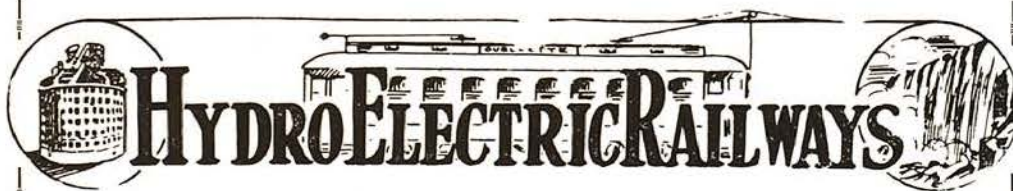


With Best Wishes for the Success of  
**East Windsor**

NOW THAT YOU HAVE JOINED THE  
RANKS OF ONTARIO CITIES WE  
KNOW THAT YOUR GREAT AMBITION  
WILL BE ONE OF

**CIVIC PRIDE**

AND THAT YOU WILL STRIVE AT ALL  
TIMES TO FURTHER THE BEST IN-  
TERESTS OF YOUR CITY, COUNTY,  
PROVINCE, AND COUNTRY.



THE CITY OF EAST WINDSOR

---

May 13, 1929.

To the  
**MAYOR & COUNCIL OF EAST  
WINDSOR,  
EAST WINDSOR, ONT.**

Gentlemen:

The Citizens of the Township of Sandwich East join with the Municipal Council in congratulating you, the Citizens, of East Windsor upon your becoming a City on the First day of June, 1929.

We pray that you may continue to achieve **PROSPERITY** and **HAPPINESS** and in the future, you may become one of the leading Cities within the Province.

Again we say **CONGRATULATIONS.**

Respectfully yours,

J. E. Ferrari,  
Reeve.

David Lappan,  
Ernest Morand,  
Frank Reaume,  
F. J. Thorne.



*Greetings to East Windsor*

*from*

WALKERVILLE  
LAND & BUILDING COMPANY  
LIMITED

WALKERSIDE  
DAIRY LIMITED

WALKERVILLE  
LUMBER COMPANY LIMITED

WALKERVILLE  
WATER COMPANY LIMITED

WALKERVILLE  
CONSTRUCTION COMPANY  
LIMITED

WALKERVILLE  
AND DETROIT FERRY  
COMPANY



## *Greetings East Windsor!*

THE Municipality of Windsor, in extending greetings to the City of East Windsor, gracefully surrenders its claim of being the only City in the Western Peninsula of Ontario, and congratulates East Windsor on its rapid advancement from a Village to a City, at the same time commending it on its courage and foresight in taking upon itself a name which lends itself to the making of one big metropolis in Essex County.

One of the main factors in the prosperity and rapid growth of the Border Cities has been, and still is, the harmony and good will which exists between the several Municipalities, and this friendly spirit will be resolutely maintained.

May East Windsor continue to flourish and progress, maintaining and ever adding to its fame as a centre of thriving industry and a community of happy homes!

C. E. JACKSON,  
Mayor.



*Best Wishes*

**Wm. Woollatt  
& Sons  
Limited**

**Walkerville, Ontario**



*To . . .*

*The City of East Windsor*

**The Town of Riverside**

EXTENDS TO YOU ITS HEARTY CONGRATULATIONS AND BEST WISHES, ON YOUR  
BECOMING A CITY

AND WISH

THAT THE YEARS OF WONDERFUL DEVELOPMENT AS A TOWN WILL CONTINUE NOW AS A CITY, AND MAY BECOME ONE OF THE LEADING CITIES OF WESTERN ONTARIO.





# CONGRATULATIONS

## City of East Windsor



### The Corporation of the TOWN OF WALKERVILLE

THOMAS F. LANSPEARY, Mayor

COUNCILLORS:

N. B. BUCKLAND

F. R. GUEST, M.D.

F. G. EDWARDS

F. W. JOHNSON

R. A. FARROW

JOHN J. MURRAY

A. E. COCK, Clerk and Treasurer

# Congratulations *and* Best Wishes

*from*

## Chrysler Motors

Chrysler, Plymouth, DeSoto, Dodge, Fargo Trucks  
and Commercial Cars, Dodge Trucks, Busses  
and Motor Coaches



*Compliments of . . .*

The  
Hofer Brewing  
Company  
Limited



LaSalle    ·    Ont.

## *The* TOWN OF SANDWICH

ONE of the Border Cities, on the Detroit River, adjoining the City of Windsor, and being opposite Detroit.

It has a population of nearly 11,000, and has many fine industrial sites on the Essex Terminal Railway and the Detroit River.

While having several very important industries such as the Canadian Salt Co., the Sandwich Lumber Co., the Sandwich Foundry, Coal Docks, etc., where hundreds of men are employed, Sandwich is pre-eminently a residential town, particularly the eastern part where hundreds of beautiful, modern homes have been built during the past few years.

### Sandwich is the Canadian Terminus of The Ambassador Bridge

This Bridge will be completed within a few months and its completion will stimulate the growth of the Town and bring thousands of tourists, consequently, streets have been, and are being widened to take care of the expected heavy traffic.

Educational facilities in Sandwich are good, the Town possessing as it does, four Public Schools, two Separate Schools, Assumption College, and a Teachers' Training School, while a new High School and a new Separate School will be built this year.

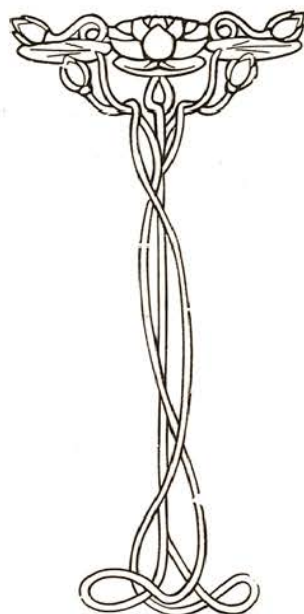
The Council is composed of experienced business men who work in harmony, and all together, to promote the prosperity of the Town and make its citizens more contented.

Two parks, one comprising 16 acres, and one on the Detroit River near the Ambassador Bridge, are being acquired this year, and when equipped, will furnish attractive places for rest or amusements.

Sandwich, with its churches, schools, banks, stores, street car accommodation, three miles of water front, gas main extensions, electric light and power lines, sanitary and storm sewers, pure water, fine location, industrial sites, moderate taxes, will doubtless attract many persons and induce them to construct fine homes and reside here.



Here's Prosperity  
-- to --  
EAST WINDSOR



Carling Breweries  
Limited  
LONDON and WINDSOR

*Congratulations . . .*

**RYAN  
CONSTRUCTION  
COMPANY  
LIMITED**



**Walkerville . Ontario**



*Heartiest Congratulations*



to the

New City of  
EAST WINDSOR



Hiram Walker

Gooderham & Worts, Ltd.



# Prince Edward Hotel

*"A Symbol of Community Progress"*



Extending compliments to  
**EAST WINDSOR**  
and  
unexcelled accommodations  
to it's visitors



*"One of Canada's Really Fine Hotels"*

MYRON R. GILBERT, *Manager*





LEO PAGE,  
President.



H. E. GUPPY,  
Vice-Pres.



H. E. GIGNAC,  
General Manager



F. E. HARVEY,  
Secretary.



P. H. GRANDJEAN,  
Director



U. G. REAUME,  
Director.

The  
Birth  
of a  
New  
City  
and  
the  
Birth  
of a new  
Dairy

Purity  
Dairies  
Limited

These are some of  
the men respon-  
sible for the new  
modern, sanitary  
Dairy now being  
erected at Howard  
& Sheppard Ave.

Every Shareholder, without exception, a Border Cities Citizen

*Congratulations*

To the City of  
**EAST WINDSOR**



from

**PREMIER CONSTRUCTION CO., LTD.**

**CROSS BUILDERS' SUPPLY CO., LTD.**

**BORDER BUILDERS' SUPPLY CO., LTD.**



*Congratulations*

**To the City of East Windsor**



*From*

**IMPERIAL OIL LIMITED**



Manufacturers of

IMPERIAL MARVELUBE MOTOR OILS  
IMPERIAL PREMIER GASOLINE  
IMPERIAL ETHYL GASOLINE

WE TAKE GREAT PLEASURE IN EXTENDING TO THE  
MAYOR, MEMBERS OF THE COUNCIL AND CITIZENS  
OF — — —

# EAST WINDSOR

Our  
*Congratulations*

ON THIS, THE OCCASION OF YOUR  
CITY INCORPORATION



WE WISH ALSO AT THIS TIME  
TO EXTEND OUR

BEST WISHES  
for the

CONTINUED PROSPERITY  
OF YOUR CITY



## Windsor Gas Co., Limited

S. A. MORSE, President  
GORDON D. WICKETT, Vice-Pres. and Gen. Mgr.

# Greetings

## "East Windsor"



Trusting that your past success  
may continue in  
the future.



### C. E. Greenan Co.

210 WINDSOR AVENUE  
WINDSOR, ONTARIO

—  
Burnside 8192



*Congratulations*

**To the City of East Windsor**



**FURLONG, FURLONG, AWREY,  
ST. AUBIN & MEIR**

**BARRISTERS & SOLICITORS**



Detroit Realty Building, 425 Ouellette Avenue

Telephones Seneca 724 and 725

**WINDSOR, ONTARIO**

## THE CITY OF EAST WINDSOR

### *Greetings to the Citizens of the City of East Windsor*



My wish and hope is that the new City of East Windsor will make as rapid strides in every way as did the splendid Town of Ford.

Citizens of East Windsor, look forward to the future with confidence. Great things are in store for Canada.

East Windsor is destined to be of ever increasing importance to our Dominion. See to it that no opportunity is overlooked that may add to the greatness of your new City.

E. G. ODETTE,  
M.P. for East Essex.

***Compliments***  
to the  
**City of East Windsor**

**John F. Burns**

*Ladies' and Men's Furnish-  
ings—Children's Wear*

309 OTTAWA ST.

EAST WINDSOR

Burnside 640

**A. H. McPhail**  
***Architect***

WINDSOR, ONTARIO



*New Canada Building*  
*The Border Cities Star*  
*Building*

*Residence, Mr. and Mrs.*  
*W. F. Herman*

# A New Name *and* A New Era

The adoption of the name of East Windsor is of particular significance at the present time, when the Border Cities are entering upon a new era of progress and development—a new and fuller life, both civically and industrially.

Closely associated with the Border Cities as it is, General Motors of Canada, Limited, feels impelled to tender its congratulations on this, and any other, step which tends to unify the thought and advance the interests of this great group of Canadian cities. General Motors feels, too a proper sense of pride and responsibility in the part it is being privileged to play in the upbuilding of East Windsor and her sister cities—in participating in the new era of prosperity which the new name accompanies.



## GENERAL MOTORS *of* CANADA, LIMITED

CHEVROLET, PONTIAC, OLDSMOBILE, OAKLAND  
VIKING, McLAUGHLIN-BUICK, LASALLE, CADILLAC

*All with Body by Fisher*

IT'S.. BETTER.. BECAUSE.. IT'S.. CANADIAN



*Compliments*



McColl & Patterson



CIVIL & MUNICIPAL ENGINEERS  
LAND SURVEYING



WINDSOR OFFICE  
Thompson Bldg., Pitt St. West  
Phone S. 2444

WALKERVILLE OFFICE  
Imperial Building  
Phone B. 125

*We extend our heartiest*  
***Congratulations***



to the City of  
**East Windsor**  
on her Natal Day



**Chick Fuel & Supply Co. Ltd.**  
**Chick Contracting Co. Ltd.**

## *Congratulations*

### To the City of East Windsor

---

The Exceedingly low cost of Hydro-Electric power has been an important factor in assisting this new Municipality to so rapidly reach Cityhood.

---

#### AVERAGE COST TO CONSUMERS IN YEAR 1928:

RESIDENTIAL SERVICE . . . . 1.6c per kw. hr.  
INDUSTRIAL SERVICE . . . . . 1.1c per kw. hr.

---

#### POWER TO THE PEOPLE AT COST

---

For Home, Office and Factory.

## East Windsor Hydro- Electric Commission

O. PAQUETTE,  
Chairman.

F. D. RIBERDY,  
Mayor.

JOS. L. REAUME,  
Commissioner.





*Protect and Beautify Your Property*

with **OJIBWAY**

*Lawn and Fence Accessories*



MANUFACTURERS OF  
TRIANGLE MESH & WELDED WIRE FABRIC  
FOR ROADS AND BUILDINGS  
PLAIN AND GALVANIZED WIRE—BALE TIES—WIRE HOOPS  
INDUSTRIAL CHAIN LINK FENCE STEEL POSTS

**CANADIAN STEEL CORPORATION, LIMITED**

OJIBWAY

Phone Sen. 3842

*Wishing the New*  
City of - -  
East Windsor  
*the Abundance of Prosperity to which  
it is so Justly Entitled*



— ♦ —  
Walkerville Brewery  
Limited



# LOBLAWS AND THE BORDER CITIES

EAST WINDSOR  
STORE

316 Ottawa Street



A definite link with the progress and development of the Border Cities is the remarkable expansion of the Loblaw Stores in this municipality—with the opening of the first Groceteria in Windsor in 1926—it was met by instant popularity—Today eight modern Loblaw Stores are daily bringing greater savings and satisfaction to thousands of thrifty citizens of Windsor, Walkerville, East Windsor and Sandwich.

## LOBLAW GROCETERIAS CO. LTD.

WE SELL FOR LESS

GREETINGS  
TO THE  
CITY OF  
EAST WINDSOR



Border Cities Greatest  
Entertainment Value

Always Double Bill



TO EAST WINDSOR  
OUR NEWEST BABY  
CITY  
CONGRATULATIONS

The fastest growing, the most courageous, the most progressive, the greatest vision of all our Border Cities.

Here's our hand.

**Geo. H. Wilkinson**  
WINDSOR  
GREATEST RETAILER OF SHOES IN ONTARIO



*Towns may come and  
names may go  
But fires go on forever*

**N**O need to emphasize the importance of reliability in Municipal Fire Alarm System. Men who make them, men who buy and install them acknowledge a heavy responsibility to the public.

But the municipal officials of East Windsor or any other city must also play their part in protecting life and property by seeing that sufficient Fire Alarm Boxes are placed within easy reach of every home. We are pleased to note that the East Windsor officials have taken most progressive steps in this direction. A Box, a Block, should be their aim.

The services of the Northern Electric engineers are always available to any municipality who wish to take proper precaution. Write or phone.



**Northern Electric Company**  
LIMITED  
WINDSOR, ONT.

**Here's Success**

*To our new City of East Windsor*

**A. W. REID HARDWARE**

BURNSIDE 4902

311 Ottawa Street

EAST WINDSOR

**INDIVIDUALITY**

**Take Pride in Your New City, Let Your Home  
Express Your Tastes**

A Hyatt Jumbo Roof will add beauty and distinction to your home. We have many beautiful blends and styles to choose from, at a no greater cost than an ordinary roof.

**Hyatt Jumbo Roofing Co., Ltd.**

10-18 AYLMEER AVE.

SENECA 3305-3308

*Everything in Roofing and Sheet Metal*

## *An Index of Growth*

NO better evidence is obtainable of the sound development of East Windsor than is afforded by the continuous growth of the telephone within the municipality. That there should be complete and adequate facilities, both inside the city limits, and also between its residents and those of adjoining municipalities is of course a necessity. That these should have kept pace with the phenomenal growth of the area is matter for congratulation.

In the plans now going forward for a vast extension and re-organization of the telephone service of the Border Cities, East Windsor of course plays an important part. The conversion to automatic (or dial) service in the coming months of the whole telephone area will assure East Windsor not only the highest standard of local service but a close and immediate linking up with the other municipalities with which its business and social life is so closely interwoven.

### THE BELL TELEPHONE COMPANY OF CANADA

C. M. REYNETT, District Manager  
Windsor District

## PENBERTHY

### Whirling Lawn Sprinkler

A satisfactory, fool proof sprinkler that soaks lawns with efficiency, speed and economy. A sprinkler of the finest whirling type that saturates the greatest possible area of lawn.

No leaks—will last a life time and always works. See it at the nearest hardware.

Price \$5.00. Made in Canada.

Penberthy Injector Co., Limited  
WINDSOR ONTARIO

WE extend Greetings to East Windsor and stand ready to serve the new City as we have the town of Ford with homes and homesites.

LUNDY'S  
Limited

REALTORS

J. O. LUNDY L. D. LEARNE  
45 Ouellette Avenue

## FURS

We Have Had Many Pleasant  
Dealings with the Residents of  
FORD CITY

And Look Forward to Many  
Dealings with the  
People of  
EAST WINDSOR

*A. J. Alexandor*  
FURS Limited

Ouellette and Chatham Sts.  
(On the Corner)



THE CITY OF EAST WINDSOR

The Executive and Staff  
of the  
**WINDSOR  
LUMBER CO.**

Extend Their  
Heartiest Congratulations and  
Best Wishes  
to the  
Council and Citizens of Our  
New City of East Windsor

J. C. Scofield, President and Gen. Mgr.  
Major W. Griesinger, Sec'y-Treas.

Good Luck to  
**EAST WINDSOR**



**Manning & Parker**  
CONTRACTORS

<b>E. MANNING</b>	<b>R. PARKER</b>
18 Pillette Road	118 Dawson Road
Burnside 4590-W	Burnside 1918-W
East Windsor, Ont.	

Compliments  
**Canadian Postum Company**  
LIMITED  
WINDSOR, ONTARIO

Best Wishes to  
City of East Windsor  
ON ITS FIRST  
BIRTHDAY  
**Paul Poisson, M.P.P.**  
NORTH ESSEX

SOUHAITS  
LES PLUS SINCERES  
A LA NOUVELLE VILLE  
DE WINDSOR EST  
PAUL POISSON, DEPUTE  
ESSEX NORD



# GROWING

*With*

## EAST WINDSOR



**1913** - 20 employees making a few  
lamps in a wooden shed.

**1929** - 400 employees manufactur-  
ing 4000 lamps per day in  
a two story brick factory.



**Canadian Motor Lamp**  
CO., LIMITED

*Congratulations to the newly born City of  
East Windsor from the following:*

**British American Brewing Co. Ltd.**

**London Life Insurance Co.**  
Security Bldg. Sen. 1046

**Bartlet, MacDonald & Gow**  
Ouellette Ave. Sen. 660

**Bass The Optician**  
21 London West Sen. 302-W

**East Windsor Bottling Works**  
223 Drouillard Road Burn. 354

**Lancaster Cartage Co. Ltd.**  
1080 Wyandotte East Burn. 1500

**Mailloux & Parent**  
General Office: 233 Sandwich W. Sen. 2313

**Canadian Salt Co. Ltd.**  
Sandwich Sen. 1002

**National Grocers Co. Ltd.**  
General Office: 637 Janette Burn. 6300

**United Typewriter Co. Ltd.**  
58 Pitt St. West Sen. 2898

**Bennett Glass Co. Ltd.**  
214 Walker Road Burn. 7440

**Brown Optical Co.**  
33 Pitt Street W. Sen. 5440

**Windsor Truck & Storage Co. Ltd.**  
201 Shepherd East Burn. 2601

**New York Life Insurance Co.**  
Heintzman Bldg. Sen. 1334

**Bellingers' Dress Goods House**  
36 Ouellette Sen. 345

**John A. Nash Ltd., Jewelers**  
306 Ouellette Ave. Sen. 1920

**Douglas Fuel Co. Ltd.**  
Mercer & Hanna Burn. 4368

**J. Gammage & Sons**

Florists, Capitol Theatre Bldg. Sen. 629

**Percy Hunt Cartage**

828 Wyandotte Burn. 7822

**Norton-Palmer Hotel**

Sen. 1860

**Coulter Coal Co.**

946 Windsor Ave. Burn. 3020

**Ben Rogers**

Commercial Photographers  
118 Ouellette Ave. Sen. 1430

**P. Andrew Gibson**

Commercial Artist  
116 London West Sen. 3743

**E. C. Poisson Lumber**

East Windsor Burn. 1224

**Zeron & St. Pierre**

Barristers  
LaBelle Bldg., Windsor Sen. 2331

**Windsor City Dairy Ltd.**

F. D. Honor  
312 Park West Sen. 1533

**Wesley Electric & Radio Supply Co.**  
25 Chatham West Sen. 1610

**Peerless Cleaners & Dyers**

A. P. Janisse  
901 Sandwich East Sen. 3540

**Remington Typewriters Ltd.**

111 Wyandotte West Sen. 3045

**J. T. Hurley Inc. — Coal**

1845 Howard Ave. Burn. 2880

**George W. Wight**

Square Deal Plumbing Co.  
253 Lincoln Road Burn. 2435

**Ernest Clarke Ltd.**

Contractor  
200 Banwell Burn. 3026



*Congratulations to the newly born City of  
East Windsor from the following:*

- |  |   |
|--|---|
| <b>Bell Ice Co.</b><br>H. F. Bridges<br>211 Mercer Burn. 8185  | <b>Sellers-Gough Fur Co. Ltd.</b><br>361 Ouellette Ave. Sen. 4440                     |
| <b>"Bontronts Service"</b><br>201 Drouillard Road Burn. 1372-W.  | <b>Standard Foundry &amp; Supply Co. Ltd.</b><br>Walker Road Burn. 1210               |
| <b>C. J. Mousseau</b><br>General Contractor<br>102 Cadillac Burn. 398-W.   | <b>National Life Assurance Co.</b><br>E. J. McKinnon, Mgr.<br>Bartlet Bldg. Sen. 5402 |
| <b>East Windsor Hardware</b><br>L. R. Parent<br>293 Ottawa Burn. 2047  | <b>Walkerville Bag Mfg. Co.</b><br>Walker Power Bldg., Walkerville Burn. 3795         |
| <b>E. F. Lynch, Barrister</b><br>2 Provincial Bk., Drouillard Rd. Burn. 4819-M                                   | <b>Essex Development Co. Ltd.</b><br><b>Lumber</b><br>S. Herath, Windsor Burn. 3800   |
| <b>Allen Fish Market</b><br>115 Pitt East Burn. 8153   | <b>Royal Typewriters</b><br>D. F. Murphy<br>Ouellette 480 Sen. 3048                   |
| <b>Union Foundry Co.</b><br>Aubin Road Burn. 776   | <b>Loikrec's Custom Footwear</b><br>114 Ouellette Sen. 5042                           |
| <b>Frederick Stearns &amp; Co. of Canada Limited</b><br>Manufacturing Pharmacists<br>345 Sandwich West Sen. 1790 | <b>C. E. Marley Ltd. — Signs</b><br>211 Sandwich W. Sen. 4893                         |
| <b>Greenway's Ltd., Clothiers</b><br>118 Ouellette Sen. 2562   | <b>Somerville Paper Boxes, Ltd.</b><br>176 Walker Road Burn. 785                      |
| <b>Standard Clothing House</b><br>Barney Hurwitz<br>256 Drouillard Burn. 1872                                    | <b>The Sherwin-Williams Co. of Canada, Ltd.</b><br>41 Sandwich St. West Sen. 3767     |
| <b>Barton-Netting Co. Ltd., Fixtures</b><br>9 Pitt East, Windsor Sen. 690  | <b>L. P. Lazare &amp; Co. Ltd.</b><br>Wholesale Furriers<br>14 Chatham East Sen. 1150 |
| <b>H. L. Shade-Bayer Co. Ltd.</b><br>907 Elliott Sen. 3705   | <b>Standard Stone Co. Ltd.</b><br>1440 Howard Burn. 2835                              |
| <b>Northern Life Assurance Co. of Canada</b><br>R. B. Reid, Agency Mgr.<br>Palace Theatre Bldg. Sen. 1501        | <b>Sansburn-Pashley Ltd.</b><br>307 Ouellette Sen. 2407                               |
| <b>Banwell's Better Baggage</b><br>J. E. Banwell, Prop.<br>136 Pitt East Burn. 8104                              | <b>Berry Bros. Inc.</b><br>Varnish Mfr's., Walker Road Burn. 148                      |



THE CITY OF EAST WINDSOR

THE MEMBERS OF THE COUNCIL AND  
ESSEX BORDER UTILITIES REPRESENTATIVES



J. HEBERT  
1ST DEPUTY REEVE



F.D. RIBIERDY  
MAYOR



N. BONTRONT  
REEVE



WM. LAVASSEUR  
2ND DEPUTY REEVE



E.C. POISSON  
3RD DEPUTY REEVE



HARRY C.A. MAISONVILLE B.A.



L. ST. PIERRE



C.J. MOUSSEAU



C. REAUME



BRUCE WILLIAMS



J. PARENT



P.N. GARDNER



# EAST WINDSOR

## Notes, Anecdotes and Chronicles

H. C. A. MAISONVILLE, B.A.

*Many a thrifty Mission pear  
Yet o'erlooks the blue St. Clair,  
Like a veteran faithful warden;  
On their branches gnarled and olden,  
Still each year the blossoms dance,  
Scent and bloom of sunny France.*

—L. J. BATES, The Mission Pears.

**E**AST WINDSOR, newest of cities, contemplating the extending vista of the future, roseate in its glow of progress and prosperity, comes into an inheritance consisting of a glorious and interesting historic past! And since we may now have our dissolving views with sound, in these days of successful experimentation, perhaps the echo of these events will come stealing into the hearing and the pictures into the view of your day-dreamer on this occasion when the town of Ford changes its status to that of the city of East Windsor!

Cavorting across the screen of Time, many events of more than passing interest naturally appear. Some of these incidents have been woven into the very destiny of two nations; others of lesser importance, but more picturesque, simply leave a faint atmosphere of romance.

Let your day-dreamer give play to his reveries.

Perhaps there will be reconstructed in his mind's eye the scene that what is now East Windsor presented to the first white men ever to venture in these parts in the spring of 1670. It was the missionaries Francois Dollier de Casson and the Abbe Brehant de Gallinee and seven other white men, who formed part of the party, first saw, felt and sensed this section in its pristine character. They gazed upon fresh virgin forests of hardwood, maple,

hickory and black walnut, and oak—with the accompanying oak openings; upon the broad sweeping river with its graceful curves and in whose limpid waters thousands of fish could be seen; along the banks teeming herds of bison and droves of deer gazed with wondering eyes on the strangers. And there were wild turkeys and wild pigeons and various other kinds of game to be seen.

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### *La Salle and other Early Visitors*

**N**INE years have now elapsed when Robert Cavalier, Sieur de la Salle, Henri de Tonty, his captain of brigade, his partners in the enterprise, the Sieur de Boirondet and the Sieur D'Au-tray together with the notary Jacques la Meterie and Jean Michel, the surgeon, sail up the river in the Griffon. Another name is to add lustre to the personnel of this gathering, the gallant Father Louis Hennepin, who is to explore the upper reaches of the Mississippi in later years and win undying fame. It is the Feast of St. Clair, he recalls to the leaders of the expedition and the sixteen French voyageurs as well as to the handful of Indians who comprise the crew. Hence, the name of Lake St. Clair.

\* \* \*

**A**NOTHER decade will roll by before Daniel Gresolon, Sieur Du Lhut, and his band of hardy adventures are the next white men to pass this way. Certain members of this party will remain in Detroit as *coureurs des bois*, among them, Jean Parent and Jacques Morand. They were here when Antoine de la Mothe Cadillac and his party arrived in 1701, of course, and from this date onwards, the story of the activities of the white man is more or less a story that has continuity in the local records.



### *Settlement is Slow*

**S**ETTLEMENT of course is slow. There will be but a handful of settlers in what is now East Windsor who will take up their homes on those ribbon-like farms that stretch into the wilderness indefinitely. Later, they will be defined as three concessions deep. Along the river front, there is an Indian trail that will later be dignified with the name of **Bordage Road**, which is to become known as **Sandwich Street**. If your day-dreamer could picture in his mind's eye a certain day in the year 1763, only a short while after the Fall of Quebec to the English had become a recognized fact in the western wilderness, he would have witnessed unusual activity in that section to the east of the present boundaries of East Windsor. Among others he might have caught a glimpse of the lithe form of the crafty Pontiac, chief of the Ottawa, coming and going in that panther-like gait of his through the encampment which was located as has been stated near where the Pilette Road starts at the water's edge. Indeed, that section was designated *les Outtaouais*.—The Ottawa, by the older inhabitants as late as forty years ago, and was it not Madame Guoin from Detroit, who, while visiting near the encampment, shrewdly perceived that the Indians were filing their shot guns that these might be concealed beneath their blankets, sensed that this boded evil for settlers? Thereupon she told some of the soldiers on her return home, and thus the news was carried to Major Gladwin, commandant at Detroit, that the colony was in dire peril. So this humble subject of the **Great White Father** at Westminster really thwarted a plot to restore the colony to her old sovereign, the **Great White Father** at Versailles. This information Madame Guoin gained in what is now East Windsor.

\* \* \*

**O**N the eastern seaboard, the American Revolution had become an acknowledged fact, early in 1776, but in the country west of the Alleghenies, the boundaries of the disputed territory were undefined. The colonisation movement, too, from the maritime states across the mountains had been going on for some time.

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Kentucky was being settled. Great Britain had a series of outposts extending from Detroit to Mobile, which included Kaskaskia, Cahokia, Vincennes, the latter then known as Fort Sackville. Three of the latter outposts were under the charge of Colonel Henry Hamilton, lieutenant governor of Detroit. Col. George Rogers Clark and a party of Kentuckians set out from Louisville in 1778, to drive the English out of these outposts and eventually to take possession of Detroit. Alexis Maisonville, of what is now East Windsor, assisted Governor Hamilton with information concerning the country between Detroit and Vincennes. A brother, Francois, a resident of Miamistown prior to the Revolution, was at Vincennes with a party of men building boats for Governor Hamilton that he might the more easily repulse Clark. Francois Maisonville was captured by George Roger Clark's men, his Indian allies, and was about to be put to death on February 25, 1779, when the plea of Alexis caused them to desist, but not until they had lifted part of his scalp. He was taken to Williamsburg, Virginia, as a prisoner of war, along with Hamilton and others—going mad from suffering he hanged himself in Williamsburg jail. The incident became a matter for discussion at Westminster, Versailles and Washington.

\* \* \*

### *British Star Wanes in West*

The delays encountered by Hamilton on his way to Vincennes and the consequent failure to make a junction with Francois Maisonville and his party of seventeen men on the Wabash River resulted in Clark's capturing the two parties separately. On this circumstance revolved the future of the old Illinois country. It consequently passed from the British crown and out of this territory the states of Michigan, Indiana, Ohio, Illinois, Wisconsin and Minnesota were carved.

\* \* \*

**I**N the previous year Simon Kenton and Daniel Boone of Kentucky were captured in the Ohio country and Kenton might have been burned at the stake but for the timely intervention of Pierre



Drouillard, of what is now East Windsor. Identified with the British fortunes as interpreter and scout, his influence over the Indians resulted in his saving the noted frontiersman who was brought to Detroit as a prisoner of war. Drouillard's son, George, will be heard from later.

\* \* \*

IF your dreamer contemplates the heavy tonnage which is now moving from the mammoth factories of East Windsor or from its industrial neighbor, Walkerville, let not the thought remain that this commerce destined to be borne over the Seven Seas is altogether a matter of comparatively recent development. After all did not Strabane about 1807, too, ring out with the argot of the Indian fur trade as had the Gamelin home, which later was to be known as the Brush farm, on the Detroit side? Was not John Askin equally the master of the manor at Strabane as he was of the Gamelin homestead on the north side of the Detroit River? And could not his shipments of furs to Todd and McGill in Montreal be considered as originating equally on the right as on the left bank of the Detroit River? And were not these argosies reconsigned to England, to the continent, or even to the Orient? Furs had other uses in the scheme of things than merely forming some part in the personal adornment of milady's toilette. They were used in fashioning hats and in making textiles such as corduroy. Were not certain of these pelts that were more porous put to such uses as clarifying agents by the vintners of Europe? Did not a consignment of bear pelts from the stores of Richard Pattinson, son-in-law of John Askin, eventually find its way to France where it was put to good use in sheltering Napoleon's soldiers from the bitter Russian cold on that ill-fated march upon Moscow? And was not John Askin as faithful a patriot in the British cause as the other big business men of their day? There was Francois Vigo, the Sardinian, with whom he traded at Vincennes, who had placed his personal fortune at the disposal of Col. George Rogers Clark, and his Kentuckians, that they might not starve in the Wilderness on their march to Kaskaskia, Cahokia, and Vincennes

and perhaps Detroit which was their objective, although they were not to reach there? Truly, Vigo was the Philip Morris in the Western Country. And how about John Jacob Astor who was to make secure the position of the United States, where "flows the Oregon" now called the Columbia River, by the construction of a trading and military post at distant Astoria, across the continent? And there was James McGill, of Montreal, too, whose patriotism was to be expressed in the founding of a University with his fortune acquired in the fur trade. But John Askin was to meet reverses because of the distance of his base of operations from the maritime ports with the consequent long time that intervened between the shipment's despatch and the receipt of payment for the lading. These were the uncertainties of credits in the hinterland. Askin did not seem to grasp the serious problems and hazards of long credit.

\* \* \*

### *Wacousta's Inspiration*

AND beneath one of those pear trees, planted by the Jesuit missionaries, that were to attain such great size in the years to come, of a summer day one might have seen the gentle Marie Archange Barthe, wife of John Askin, entertaining her children and her foster grand-children among others, John Richardson, with intimate details of the Pontiac conspiracy, stories that were to fire his young mind and to leave their impress. Later these incidents were to be woven by him into the first English novel to be written in Canada—"Wacousta," published in 1832.

And let us not forget Archange Meredith, daughter of Mr. and Mrs. John Askin and those delightful and chatty letters from England, where her husband, Captain David Meredith, has been ordered, shortly after their marriage! Those letters have that peculiar something that Dr. Milo M. Quaife's entire staff at the Burton Historical Collection at the Detroit Public Library consider her as a living, breathing personality for whom they entertain the highest affection. In one of those letters of hers to her mother, at Strabane, she indulges—as is her wont—in the conventional small talk that she



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raises to the dignity of one of those easy flowing messages from the pen of a Madame de Sevigne. It is in one of these letters to her mother that she gives tidings of one of the outstanding tragedies of history, in these words: "The report has just reached here that Queen Marie Antoinette has been murdered by the rabble of Paris."

\* \* \*

### *When East Windsor Was In Kent County*

MANY of our city solons even will be surprised to learn that what is now East Windsor once upon a time formed part of the county of Kent. What is more the city of Detroit was in reality its county town. Great Britain, following

the Revolutionary War, was slow to give up possession of what afterwards was ceded by treaty. Detroit remained under British sovereignty for several years after the Revolutionary War. Upper Canada was created during this interval. So when the county of Essex was formed it was really the eighteenth in Upper Canada. Writing to Mr. John Askin at Detroit from Niagara on July 26th, 1792, D. W. Smith, who afterwards sat for the county of Kent, along with Mr. William Macomb, in the Legislative Assembly of Upper Canada, describes the new boundaries of Essex. Detroit, Walkerville and Ford City accordingly were in the constituency of Kent.

"The Eighteenth County is called Essex," writes Mr. Smith, "and is bounded on the east by the carrying place from the Pointe aux Pins to the River La Tranche (the Thames), bounded on the south by Lake Erie and on the west by the River Detroit to Maisenville's mill; hence to a line running parallel to the River Detroit and Lake St. Clair at a distance of four miles until it reaches the River La Tranche, thence up the said river to where the carrying place from Pointe aux Pins strikes that river."

Mr. Smith suggests that a feast be held should he be returned and accordingly he wants him to roast an ox whole and provide a barrel of rum for the mob.

In explaining further the intention of the law respecting the forthcoming election, the absentee candidate says:

"I rather think it is intended that the people who have French grants on the garrison side (Detroit necessarily) should vote: as the description of the county of Kent comprehends a great deal and sends two members. It is said to contain all the country (not being territories of the Indians) and not already included in Essex and the several other counties described, extending northward to the boundary line of Hudson's Bay, including all the territory to the westward and southward of the said line to the utmost extent of the county commonly called or known by the name of Canada."



Map of Essex and Kent Counties, showing the boundary line starting at Maisenville's Mill which is referred to in Mr. D. W. Smith's letter to Mr. John Askin. This map was made by Mr. Smith, who was a surveyor, about 1800. What is now East Windsor, Walkerville and Detroit were in the Kent electoral district in 1792. The Maisenville Mill seems to have been situated about where the Walkerville Ferry dock is now, according to this map and this conforms with popular belief.



COURIERS bring tidings in the early spring of 1793 that the Legislative Council of Upper Canada has placed a ban upon further slaves being brought into this country. The new law enjoins the governor from issuing any licenses whatsoever for the holding of slaves. It has been common gossip about the taverns that this legislation is aimed particularly against citizen Anthony Louis Descomp dit Labadie who owns numerous slaves, Negroes and Paunee Indians, in Detroit and property on both sides of the river. The first triumph for the humanitarians is fully fifteen years before William Wilberforce gets even a sympathetic hearing in England and he has already spent seven years denouncing this evil.

\* \* \*

### *Land Owners—About the the Year 1800*

EAST WINDSOR'S substantial citizens, the leading land owners, about the year 1800 are Alexis Maisonneville, Antoine Labadie, Baptiste Pilet, Joseph Berthiaume, Pierre Reaume, Archange Askin in whose name Strabane is registered, Julien Parent, Jacques Meloche, Francis Meloche, D. J. Parent, Baptiste Beaubien, Jacques Chenon, Andre Peletier, Joseph Barthe, Pierre Louis, Louis Peletier, Louis W. Louis.

\* \* \*

NOW we come to George Drouillard. He has left with high hopes for adventure and fortune on one of those expeditions being sent out to the Mackenzie River by British capital. The adventure has met with disaster. Drouillard hears of the expedition that is on the way to the Oregon country under Lewis and Clark. He goes to meet that party and becomes one of its most valuable men. Many times on the trip General William Clark and Meriwether Lewis and their band, it is said, were in danger of leaving their bones to bleach in the western country, but for the sure aim of Drouillard's rifle or his woodsman's genius. Later, Sakajewea is to pilot the party through Oregon that she knows by tradition at least,

and she is to get her share of the glory, too, in after years, though in her life time but little of the monetary reward. George Drouillard's principal compensation is this tribute in the Lewis-Clark records: "He was the best hunter, woodsman and shot of that expedition," which is a tribute indeed coming from those Kentuckians, who had their own standard of marksmanship in the days that produced a Daniel Boone and a Simon Kenton, the noted frontiersmen. George Drouillard met death at the hands of the Blackfeet in 1810.

\* \* \*

### *Some Visitors from the United States*

IF your dreamer can but turn to the morning of July 12, 1812, at the small cove which was part of the river at the foot of what is now Drouillard Road, he would see a motley fleet of sixty water craft, comprising canoes, row boats, skiffs, batteaux and even a small schooner towed by row boats landing there. This fleet is carrying General William Hull and his invading army. Soon this international visit will be returned and the amenities will include the raising of the white flag of ignominy atop of Fort Shelby. This time the gossips about the taverns have something to speculate about in the round robin that his officers have signed to depose him.

\* \* \*

WITH peace came the arts of peace. A new industry that is to attain some proportions on the lakes is founded by Frederick Jenking, a ship builder from England. He is to build vessels for Angus McIntosh, first in front of Moy Hall, lower down the River. Also he is to marry and settle down on a homestead which he has acquired adjacent to the Montreuil farm. In this case, it will run but one concession back, instead of the customary three. Duncan McGregor, of Chatham, will soon be another of the patrons. Jenking and his men will build for him later the steamer Thames, for already the Claremont, on the Hudson River in 1808, has proved that steam propulsion



is practicable in the tests made by Robert Fulton. The Steamer Thames is to crown its career on the rivers and lakes with the aura of patriotism, for it will be burned by the Patriots when they attempt to put an end to the Family Company, and upset Constituted Authority. Three of Frederick Jenking's sons are to follow in their father's footsteps, Joseph, Henry, and Shadrach, until towards the close of the century. On their shipways a new type of ferry, propelled by steam and designed and built to carry railroad cars and lading across the River for the Great Western Railway is assembled in the late '50's. The Great Western, built on the Clyde, afterwards knocked down, shipped across the Atlantic and assembled here, shows that ready-cut principles in construction had perhaps been carried out for the first time in East Windsor. It will supplant the break-bulk type of boats used in this international traffic.

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### *A Rendezvous at Belle Isle*

HENRY RICHARDSON, a brother of the author of *Wacousta*, and the then Lieutenant—later Colonel—Arthur Rankin, have a rendezvous at Belle Isle in 1836. It is one of those affairs that involve their honor. Belle Isle, of course, is in American territory. The Canadian laws will not reach out to mete punishment to these two coxcombs if they meet on the field of honor there. Shots are exchanged. Henry Richardson is wounded. His seconds bring him back directly to the Canadian shore where he is nursed back to health in the hospitable home of Mrs. Florence Tellier living in what is now Walkerville, but who was later to take up her residence in what is now East Windsor. Whether or not this incident with its atmosphere of romance was to influence the various members of the family of Rankins later the writer will not venture to say, but it is a significant fact that George C. Rankin became Canada's first dramatist, while his brother Arthur McKee Rankin long graced the American stage. In his earlier days, the latter was considered one of the ablest leading men of the times. While the Rankins were natives of Sandwich,—rather

than that section now known as East Windsor, — inspiration for the "*The Canuck*," which was written by George C. Rankin and which served McKee Rankin as a vehicle to bring him celebrity on the American stage, was aroused at some of the races on the ice on the Detroit River near this place, and from the populace of what was later to become East Windsor were drawn some of the characters for this comedy of the border.

\* \* \*

AGAIN on the early morning of December 4, 1838, East Windsor entertained some visitors from across the water, only in this instance these visitors were not properly accredited by the United States as in 1812. "General" Lucius Verus Bierce, of Akron, Ohio, with a band of 135 men boarded the steamer Champlain at the foot of Rivard Street, Detroit. They landed at Paul Leduc's dock in what is now Riverside and traveled through East Windsor on their way to Windsor where they set fire to the military barracks and guardhouse and to the steamer Thames which was at the dock. This steamer, as has already been stated, was perhaps the first steam propelled vessel to be built on the Canadian side of the Great Lakes, in the shipyard of the Jenking family at East Windsor. The other scenes in the Patriot War occurred in different theatres.

\* \* \*

### *East Windsor's First School*

TO Francois Pratt, perhaps, more than anyone else, is due the credit of having been the first patron of education in what was to become the city of East Windsor. Up to about 1830, Mr. Pratt had previously owned a farm through which runs Windsor Avenue, in La Traverse, subsequently Richmond, and still later to be known as Windsor. At this particular time, according to Mr. William Lewis Baby, in his *Souvenirs of the Past* there were only six families living along Windsor water front, John G. Watson, merchant, Charles Jannette, Francois Baby, Vital Ouellette, Daniel Goyeau and Francois Pratt. Mr. Pratt acquired the farm of Mr. Pierre T. Reaume, in what is



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now East Windsor, and in the old homestead which stood on the north side of Sandwich Street, where the home of Mr. Albert T. Montreuil now stands, the first school was held. Mr. Pratt not only provided the school room, but also subscribed generously to the teacher's salary. This was in the early '40's.

This house which stood until about 1901 was of particularly strong construction. One of the features was that instead

the Jenking Shipyards already adverted to. Likewise, it later was to be identified with commerce in its distilling business which preceded the Hiram Walker enterprise. Edward Melchers, of Detroit, founded such a plant on the site of the present home of Mr. Charles F. Pratt. Mr. Melchers, who was an uncle of Mr. Gari Melchers, the artist of Detroit and Paris, conducted this business until 1864 when



The Francois Pratt home, scene of the first educational activities in what is now East Windsor.

of laths young striplings of trees were used on which to lay the plaster and all the nails were hand forged.

The original deed to Mr. Reaume for this property also is worthy of passing mention since the transfer from the Indians to Mr. Reaume involved \$50 in cash, a jug of whisky and a red sash.

\* \* \*

**T**O the uninitiated in the secrets of local historical lore, Walkerville, by virtue of its seniority as an incorporated town is generally believed to be the older of the two. As a matter of fact, what is now East Windsor flourished for a number of years as an industrial center because of

he sold out to Corcoran, McBride & O'Connor. Throughout the duration of the Civil War in the United States, this firm shipped its products across the border and was successful. Where now stands the Walkerville Boat Club were the distilleries, cattle byres, and feed barns. Dissension was to crop up in the firm and result in the eventual passing of this property from this firm's hands to Hiram Walker. It was operated for a time as Plant No. 2 with the late C. Merrill Walker in charge until it was abandoned. Traces of the right of way of the spur from the Great Western Railway, now the Canadian National Lines, which ran alongside of the Alexander Askin farm,



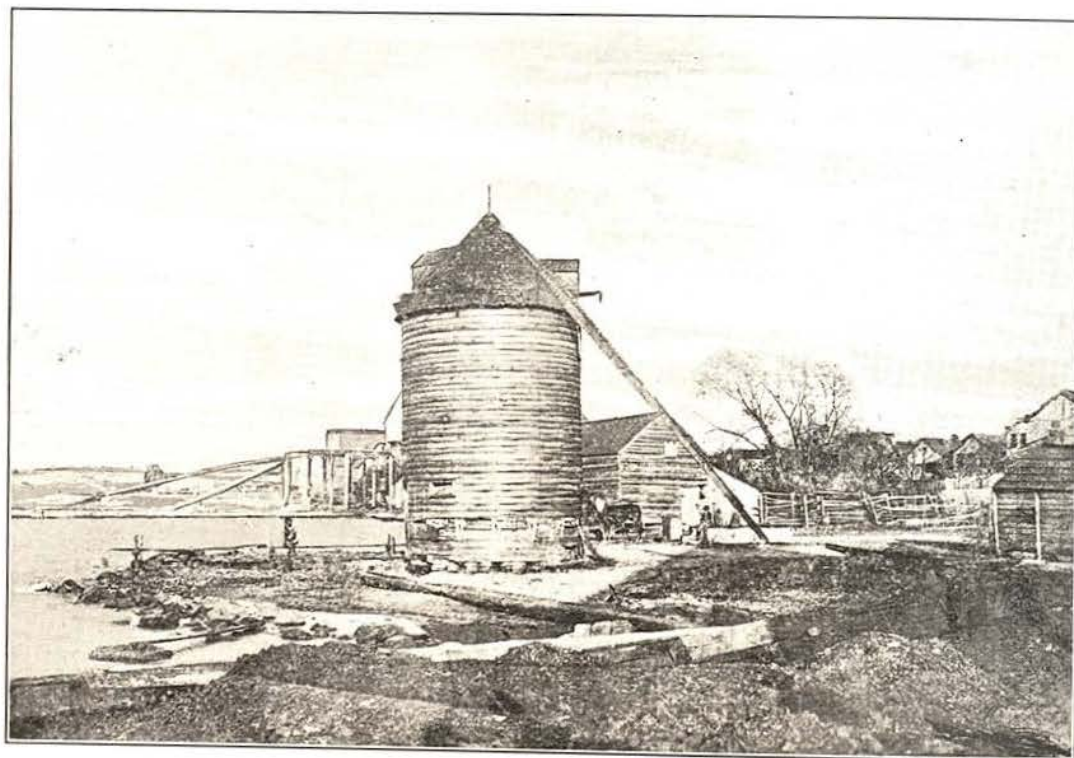
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but on the Pratt property, were still in evidence about thirty years ago.

\* \* \*

SOME 70 years ago where the Ford Motor Company's old plant now stands were two pear trees which had been planted on this particular farm, as was the invariable custom of the missionaries, setting two to a farm. The march of

Montreuil and the Lassaline grist mills. There were several of these on either side of the river, these being generally built at the mouth of small streams emptying in the Detroit River. They, of course, were wind-propelled and the pictures still extant give to the local scene a setting that is suggestive of vistas of Holland. History does not state that the Lassaline mill had to abandon operations because of insufficient wind to keep two mills in



The old Montreuil Mill as it appeared in the late '80's.

progress demanded that these be cut down. A new industry was being established by Andrew Young & Son. Theirs was a saw mill business of great importance at that time. In the cove—or the pond as it was called, which has now been filled in—each fall could be seen several rafts of timber floated down from Lake St. Clair and St. Clair River or its tributaries, to be sawed into lumber. This enterprise continued for many years.

### Old Grist Mills

AMONG other and older enterprises of which this region boasted were the

operation but, at all events, the Montreuil mill survived by many years.

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IN the days prior to the securing of Responsible Government such local authority as was permitted rested with the Board of Quarter Sessions, made up of the Judges and justices of the peace.

The records of the Board of Quarter Sessions, for 1839, contain the copy of an application made by John Hutton for permission to conduct a tavern on the farm of Francois Janisse, "three or four miles from Windsor," which was in the vicinity



of Rossini Boulevard and Sandwich Street. The entry further contains the notation, "Granted, John Prince, Chairman."

Mr. Hutton later attained considerable local importance through his connection for many years with the historic inn, Windsor Castle, which name he is generally supposed to have conferred upon this now famed old tavern, but which assertion it would seem is unlikely.

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### *The Old Armstrong Inn*

IF your dreamer were to have sauntered up Sandwich Street 40 or 45 years ago the delights of this promenade during the pleasant summer or autumn season would have been enhanced by a certain quaint charm which one must of necessity have sensed. Upon drawing near the corner of the Pilette Road, he would have come upon the Armstrong Wine House, a rambling structure comprising some of the architectural features of an English inn. This hospitable caravansary was presided over by Minehost Armstrong, a veteran of the Crimean War, and an altogether picturesque character. Mr. Armstrong did not belong to that school of philosophy that holds to the concept that "good wine needs no bush," for he had a picturesque sign in the form of a heroic-sized bunch of grapes, golden colored, festooned with leaves in green, hanging high from the front gable peak. Inside his hotel were many reminders of the Crimean War, such as swords, guns, bayonets, etc.

\* \* \*

HORSEBREEDING was one of the important pursuits of the settlers in the vicinity and naturally the pleasure-loving Canadians had their race tracks. One of the notable ones was the Bellevue, which was jointly owned by the Maisenville and Drouillard families, the oval being one half on each of the respective farms, south of the Canadian National Railroad line. This track was still in operation about 45 years ago. Among the celebrated trotters or pacers to win elusive fame on this and other tracks were Starlight, Twilight, Dewdrop, Johnny Crapaud and Canada Boy, and others, all

of them of local origin. They entered contests of speed on distant Ontario and Michigan tracks. The Planet, owned by the Northwoods of Chatham, was another to make track history. This section was noted for its type of French-Canadian ponies of sport model size, these combining beauty with gentleness and speed with endurance, to a marked degree. Indeed this type of horse was in great favor in the United States up to the passing of the McKinley tariff measure in the early '90's. The northern states drew largely upon this section to replace their mounts in the Civil War which were greatly depleted at each surprise attack of General Joe Wheeler or General Jubal A. Early. James Patten, of Chattanooga, Tennessee, was a frequent visitor in search of horses in the days before the Civil War. During the war and for thirty or more years thereafter, George Arnett, of Springfield, Ohio, made annual visits to purchase ponies in Essex County, what is now East Windsor being the base of his operations. These were to be sold in the famed blue grass country of Kentucky, noted for its horses, and in Tennessee. Truly, this was like carrying coals to Newcastle!

\* \* \*

AS an aftermath of the Civil War, of course, came the Fenian Raids and the Canadian Border on the Detroit River once again became nervous, facing such contingencies as had marked the Patriots' War. Because of this state of uneasiness the citizens organized a Patrol of Volunteers and these kept alert throughout the various months. However, their fears proved groundless as far as the local situation was concerned. It is a matter of record that an excursion of colored people of Detroit, on a river steamer, caused some commotion, the false alarm having been raised that the "Fenians are coming."

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### *"The First 80 Years Are the Hardest"*

ABOUT the time that the parish of Our Lady of Lake St. Clair was organized, what is now East Windsor was devoted exclusively to general agriculture.



The various farms in their order, proceeding from west to east on the front road, as Sandwich Street, was then called—it had been known as the Bordage Road earlier—were held by the various families as follows:

Luc Montreuil, Henry Jenking, Charles Maisenville (Faro), Jovite Drouillard, F. X. Drouillard, Stanislas Labadie, this farm later being sold to Hiram Walker; Damas, Arsas and Charles Pratt, Alexander H. Askin, Moise Labadie, Isaac Parent, Toussaint Parent, Benjamin Meloche, Stanislas Janisse, Joseph D. Janisse, Joseph Parent, Patrice Parent, Dolphis Parent, Charles Janisse, Laurent Reaume, Barnabe Janisse and Henry Janisse respectively.

The north side of the Tecumseh Road in those days comprised two homes having tenants. One of these being a frame house on the Jenking farm; on the adjacent Maisenville farm, Mr. Louis Brabant, one of the most skilled workers with a broad axe that old Quebec ever produced, had his home. The Emmanuel Parent home stood where the Westcott Road debouches on the Tecumseh Road. There was another frame house east of Bernard Street, owned by Pierrot Parent, and the Laurent Reaume corner on the west side of Pilette Road boasted of an hotel and a half-mile race track for some years. East of the Tecumseh road, where Mayor F. D. Riberdy has his home, Jules Janisse owned what was considered a pretentious house. It was built during the civil war days, and is still standing, having been remodelled by the present owners. Nearby stood an older homestead where Nicolas Janisse lived.

From the Tecumseh Road to the front street, there was one home only on Pilette Road, about midway, that of Janvier Pilet for whose family this road was named. So, "the first 80 years seem to have been the hardest" for the earlier developers of East Windsor.

Where stands the Ford Motor Company's main plant, near the Jenking's coulee, were the homes of Henry, Joseph and Nelson Jenking and Capt. Oliver Maisenville. The Luc Montreuil and the Alexander H. Askin farms had the distinction of introducing grape grow-

ing along about the '80's, these being the first vineyards in the then township of Sandwich East. The Labadie farm preserved one of the finest stands of virgin hardwood until the late '90's. This was situated in the vicinity of Central Avenue and Labadie Roads.

To Mr. James Sinclair, who is mentioned as one of the benefactors of St. Paul's United church, and subsequently to Mr. German Findley, is due the credit of having first introduced fruit growing along modern scientific lines. They acquired a small acreage on Pilette Road back in the '80's, and made a success of their venture.

F. X. Drouillard, who is mentioned above, a splendid mechanic, is credited with having been the first to construct a saw mill driven by water power in this district. This enterprise was located on Little River where the Little River Golf course is situated, in the township of Sandwich East, south of Tecumseh Road. This, of course, was far back in the late '50's or early '60's.

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## An Early Election

WHILE the currents of development of Walkerville and East Windsor ran parallel local reminiscences state that the channels were influenced to the advantage of the former municipality upon one occasion which may have had something to do with the later town planning. It involved the question of a highway southwards through Sandwich East township. Local legend states that a barrel of that liquid sunshine produced at Walkerville, then as at present, placed within earshot of the polling place, contributed toward the selection of the present Walker Road in preference to the proposed alternative route offered along what afterwards became Drouillard Road.

For a time this latter road remained as nothing more than a private lane whose owners complacently tolerated its use as a public highway. The opening of Walker Road gave Walkerville some trade advantage as against the area that was to become East Windsor, with the Walker industries pulling trade to the west and



the industries located in what is now East Windsor attracting it to the east. Business gradually sprang up along Sandwich Street and turned leisurely upwards on Drouillard Road, following the lines of least resistance. Previously the business district had been limited almost to two groceries, John Foster's located where the Bank of Montreal now stands, and Charles O. Maisonville's situated directly opposite. On the Montreuil farm stood the forge of Joseph Campeau, for fifty years prior to 1922. This place shared with **The Dew-Drop** inn nearby as the rendezvous of the local characters.

As has been seen there was no thought given to town planning until comparatively recently and consequently the early layout of the future city was suggestive of Atri in Italy as described by Longfellow:

"One of those little places that have run  
Halfway up the hill, beneath a blazing sun,  
And there sat down to rest, as if to say,  
I climb no farther, come what may."

These oversights and omissions in careful town planning have largely been corrected in recent years through the efforts of the transportation committee of the council and the town planning committee of the Essex Border Utilities Commission.

\* \* \*

### **First Public School**

**W**HAT was perhaps the first public school in the present city of East Windsor was located opposite the Merlo, Merlo & Ray plant, on Sandwich Street. There was another school situated in Riverside, which served the pupils of the eastern section of the town. The Jenking school, which was likely the lineal descendant of that school established on the Pratt farm, boasted of having had Robert Barr, as the presiding genius, before he abandoned the teaching profession for a literary career. It seems to have been started about 75 years ago.

Mr. A. E. Bondy, now of Windsor, is perhaps the last surviving teacher who taught the three "r's" in the old building. Miss Mary McAuliffe, who died in Detroit a few years ago, was another who had presided at this institution of learn-

ing. Mr. J. F. Foster recently recounted an anecdote with reference to this teacher. It is a matter of record that Miss McAuliffe having left the school to attend the funeral of an acquaintance, Mrs. W. J. Partridge, locked the pupils in the school with the admonition that they were to study. Instead, they behaved like Indians, as Mr. Foster put it. Miss McAuliffe, it might be said in support of Mr. Foster's contention, could not have disagreed with this view when she returned and got a glimpse through the window of what was going on. That she was indignant there was no gainsaying. So she bared her arms and began disciplinary measures along orthodox lines. She was never one of those persons one might expect to enroll in the sob squad.

For the next half hour or more she dispensed even-handed justice. Mr. Foster among others paid the penalty for his hour of glory, as has been said. The strap rose and fell with vigor at first. But it was a tedious job and there was a long waiting list. As time wore on there was less vigor and enthusiasm put behind the strap. Then the tattoo was played diminuendo instead of the crescendo that marked the "overtures." Finally, the teacher became completely exhausted. The exertion was too much for Miss McAuliffe. The next day she was taken ill and for the ensuing three months was hors de combat.

\* \* \*

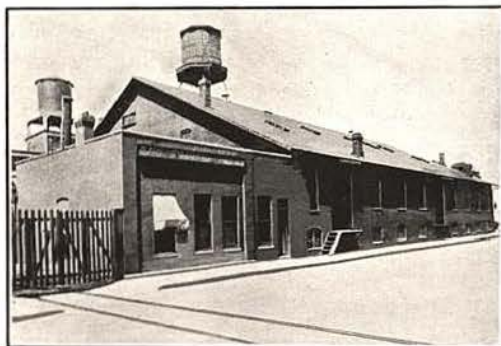
### **Some Early Industrial Enterprizes**

**O**N the very westerly edge of the city, north of Sandwich Street, on the site later occupied by the Canadian Asphalt Block plant, now part of the Merlo, Merlo & Ray Yards, Frederick Stephen, of Windsor, about 45 years ago, operated a stave mill in connection with a cooperage business carried on in Windsor. At the foot of Drouillard Road, George W. Girdleston established a pork packing plant with a friend under the firm name of Arliss & Girdlestone which had but a short lease of business life. About this time also the Grape Sugar Refinery was organized by Miller and Turner,



## THE CITY OF EAST WINDSOR

and buildings were erected adjacent to the pork packing plant. This venture, likewise, was doomed to fail. Both of these structures, partly of frame and partly of brick, remained idle for many years after they had passed into the possession of the late Hiram Walker. They were later to become the plant of



The original Ford Motor Company's plant, which had been used as a part of the Grape Sugar Factory and later as the Milner-Walker Wagon Works.

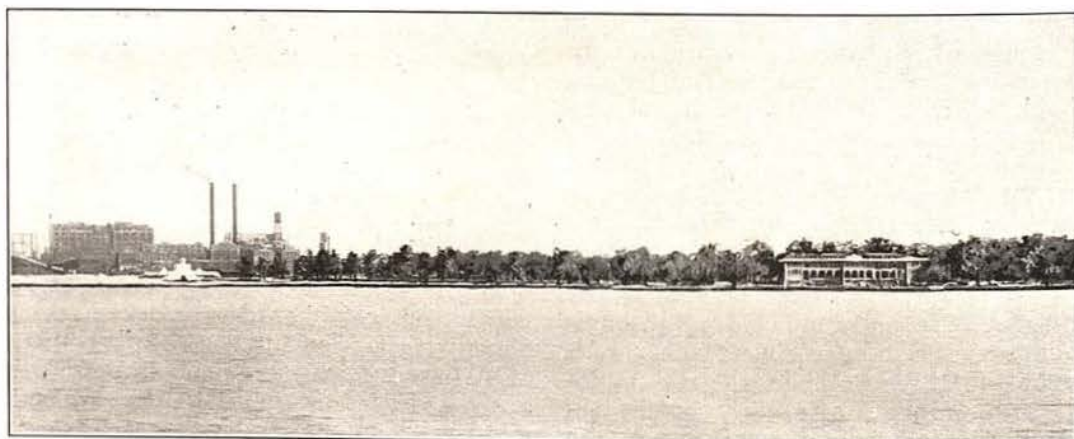
the Milner-Walker Wagon Works and continued so for a few years. The *hoodoo* that seemed to have pursued the previous ventures asserted its mastery here also, but the spell was to be broken when the late Gordon M. McGregor organized the Ford Motor Company of Canada to protect, in part, certain interests which his father, the late William McGregor, held in this property.

On the Labadie farm, in the vicinity of Alexis Street and the Tecumseh Road,

John and Windham Purser, of Wallaceburg, started a brick yard in the mid-Victorian '80's, but this enterprise was unable to continue, because of the presence of an excess of lime in the clay which caused the bricks to pop. The Pursers, who had been encouraged by the late Hiram Walker, burned only one or two kilns before it became apparent to them that this venture was doomed.

\* \* \*

**E**ARLIER in these rambling remarks reference was made to Strabane and the inspiration which Major Richardson, the litterateur of Canada, had received there. Just a few hundred feet further east of Strabane is the old Robert Barr house which the novelist occupied while writing under the pseudonym of **Luke Sharp** on the **Detroit Free Press**. It was occupied up to a few years ago by a brother, John Barr, who was identified throughout his lifetime with the same newspaper also. Within recent years Jefferson Thurber Wing, whose home is on Strabane farm, produced a book of essays entitled "**Taliput Leaves**," which won golden opinions from the critics. "**Taliput Leaves**" deals with certain impressions gained while traveling through India. So Strabane is atavistic. It gave the inspiration to Richardson; and it shelters Mr. Wing who gives considerable promise in his field of literature.



Belle Isle Park as it appears from East Windsor



## ✧ EAST WINDSOR INDUSTRIES ✧

WITHIN the confines of the municipal corporation of the city of East Windsor is the largest automobile plant in the British Empire, the Ford Motor Company of Canada. Just a few hundred feet to the west of the corporation's limits is one of the important units of the General Motors Corporation, Limited, and across the Tecumseh Road, the southerly limit of the city, is the first unit of the new plant of the Chrysler Motor Corporation of Canada. These three industrial giants dominate the world trade in automotive vehicles and trucks and the former two are already entering seriously into the

the greatest consumers of Hydro-Electric power, for machine propulsion, acre for acre, than any other section of Ontario.

Of course, East Windsor's expansion is linked with the phenomenal growth of the Ford Motor Company of Canada. In 1904, when farm lands and a few houses marked the site of the present concern, a group of Canadian business men organized the Ford Motor Company of Canada, Limited, with a capital of \$125,000, which stock, offered to the public was subscribed for by 60 individuals. The rest of the story, if told in *extenso*, would read like a romance.



East Windsor Unit of the General Motors Corporation.

development and expansion of air transportation. East Windsor and its immediate neighbor, Walkerville, are the heavy tonnage producers of the Border Cities and the Border Cities took the fourth place in the value of their manufactured products in the year 1926, when the commodities produced aggregated nearly \$100,000,000. While the production figures for 1928 far surpass those of 1926, they are not available at present. With the new enterprises or the old ones that have extended their facilities for manufacture in the face of increasing demands, the indications are that 1929 will overshadow 1928. East Windsor and the Walker Road area of Walkerville inclusive are noted as

Following unprecedented expansion in both domestic and overseas territories the company, indulged in a practically continuous program of building. In 1926, the factory pay roll had increased to 2,077. At this time, the village of Ford City found it expedient to incorporate as a town, thenceforth both company and town enjoyed an historically rapid growth. In 1923, the company's building program was climaxed with the erection of a 15-acre machine shop, which brought the investment of the company to over \$30,000,000 and insured a daily output of 500 complete cars, and, today not only represents the value of the investment, but also the realisation of a 25-year old



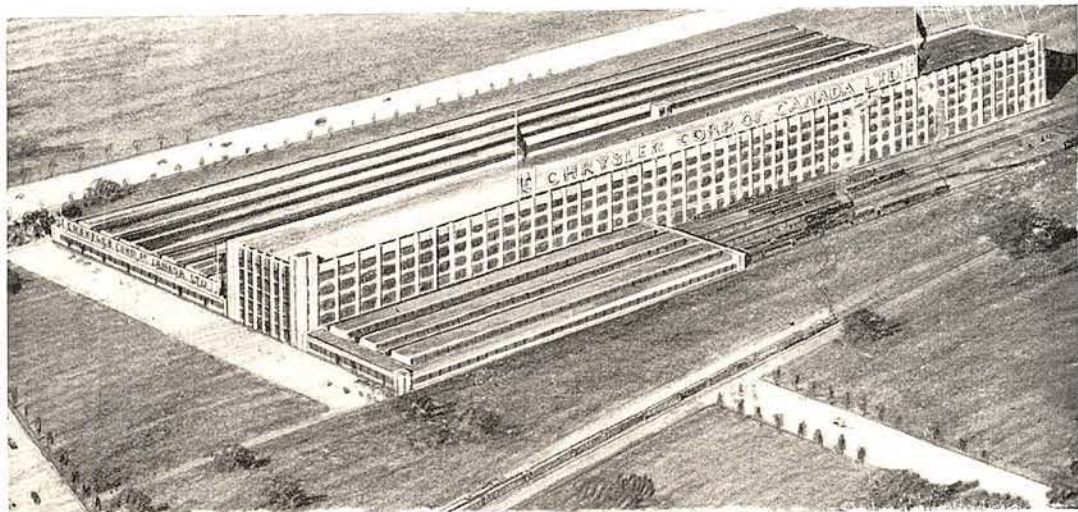
## THE CITY OF EAST WINDSOR

dream, sound business policy and untiring labor.

With the introduction of the Model A Ford car in December, 1927, the company pay-roll had reached the enormous figure of 9,183 which when added to the total number of direct dependents, constitutes a large-sized city in itself.

The General Motors Corporation, whose activities in the world markets, have recently reached out into other fields is concentrating its truck production activities in East Windsor. The old Fisher Body plant, which has been under lease

great as well as that from those countries where it was of advantage to this company to produce automotive products in Canada. So it was found early in 1928 that the Windsor plant was inadequate to supply even a half of the required output. Accordingly, the company sent out scouts to locate a suitable site for a new plant. Such a site was found south of the Canadian Pacific and east of the Pere Marquette Railways in the extreme south eastern limits of Walkerville. Early in November contracts were given for the construction of a building 1000 feet by 280 feet, the first of a series of three units



First Unit of Chrysler Motor Corporation's Plant No. 3 as seen from Drouillard Road.

to the Chrysler Corporation for a number of years, is being taken over by the latter company, as soon as it can be released by Chrysler. In addition, too, the General Motors Company has spent over a million dollars during the past year in the construction of a new administration building and the extension of its old plant on the Walker Road in Walkerville. With the rapid extension of the foreign market for their products, a certain stabilizing of the industry will follow, as the seasonal close down will thereby be avoided, it is hoped.

The General Motors Corporation of Canada, Limited, is now producing the motors for the Chevrolet Motor Company exclusively at this latter plant.

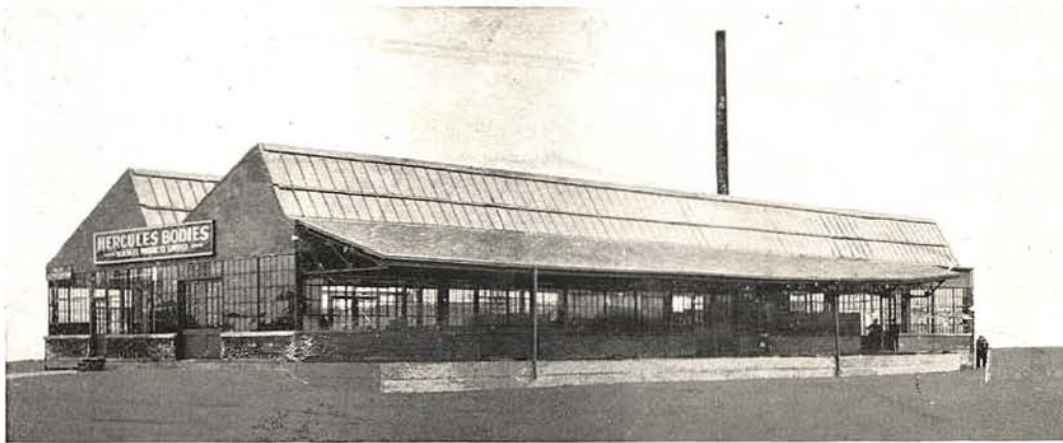
The Chrysler Motor Corporation of Canada having opened channels for the distribution of its cars throughout the world, the domestic demand became so

to be erected on the 70-acre site. The outlay for the structures and equipment exceeded \$1,750,000, exclusive of the land. Running parallel to this structure is another 1000x100 feet. The powerhouse is 163x400 feet, and constructed to provide an eventual capacity of three 625-H.P. boilers, with coal handling bunkers, air compressors, etc., and a 150,000 gallon water tank. An administration building and two other units are contemplated. While the Chrysler plant is within Walkerville, it must of necessity have its effect upon the population of East Windsor and its employment situation, since it is located closer to the East Windsor business district than to that of Walkerville.

The new Chrysler plant has been erected on what was the William Frederic



## THE CITY OF EAST WINDSOR



The Hercules Body Corporation Factory

Maisonville farm, birthplace of the writer of this sketch.

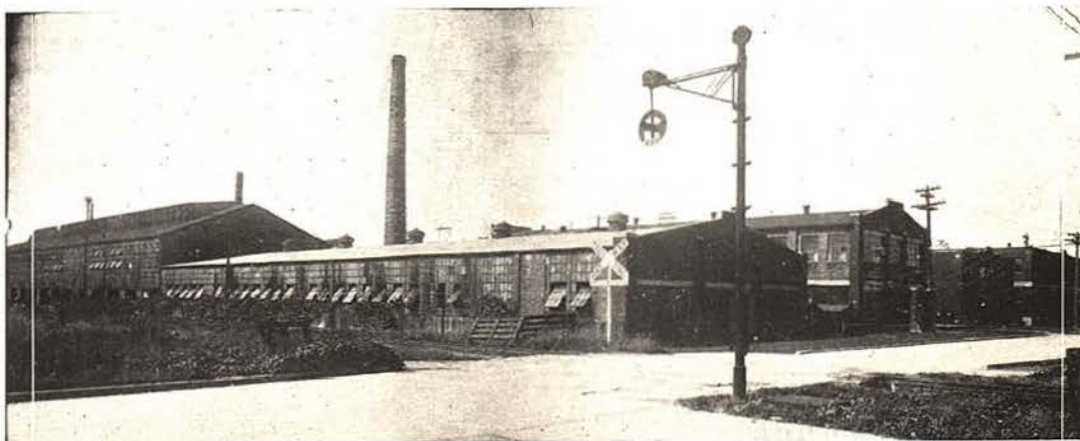
Incidental to the expansion of the Chrysler Motor Corporation the Canadian National Lines desiring to tap this heavy tonnage producing industry constructed a three and one-half mile industrial belt line costing one half million dollars, hoping to anticipate as well further industrial development in the immediate future. This industrial belt line starts in the town of Riverside to the east and terminates in Sandwich East township. It promises to bring other factories within the area.

Among the factories that are affiliated to the motor industry, which are situated wholly within the corporation of East Windsor, is the Dominion Forge & Stamping Company, Limited; producers of drop forgings, etc.; the Canadian Motor Lamp Company, Limited; and the Union

Foundry.

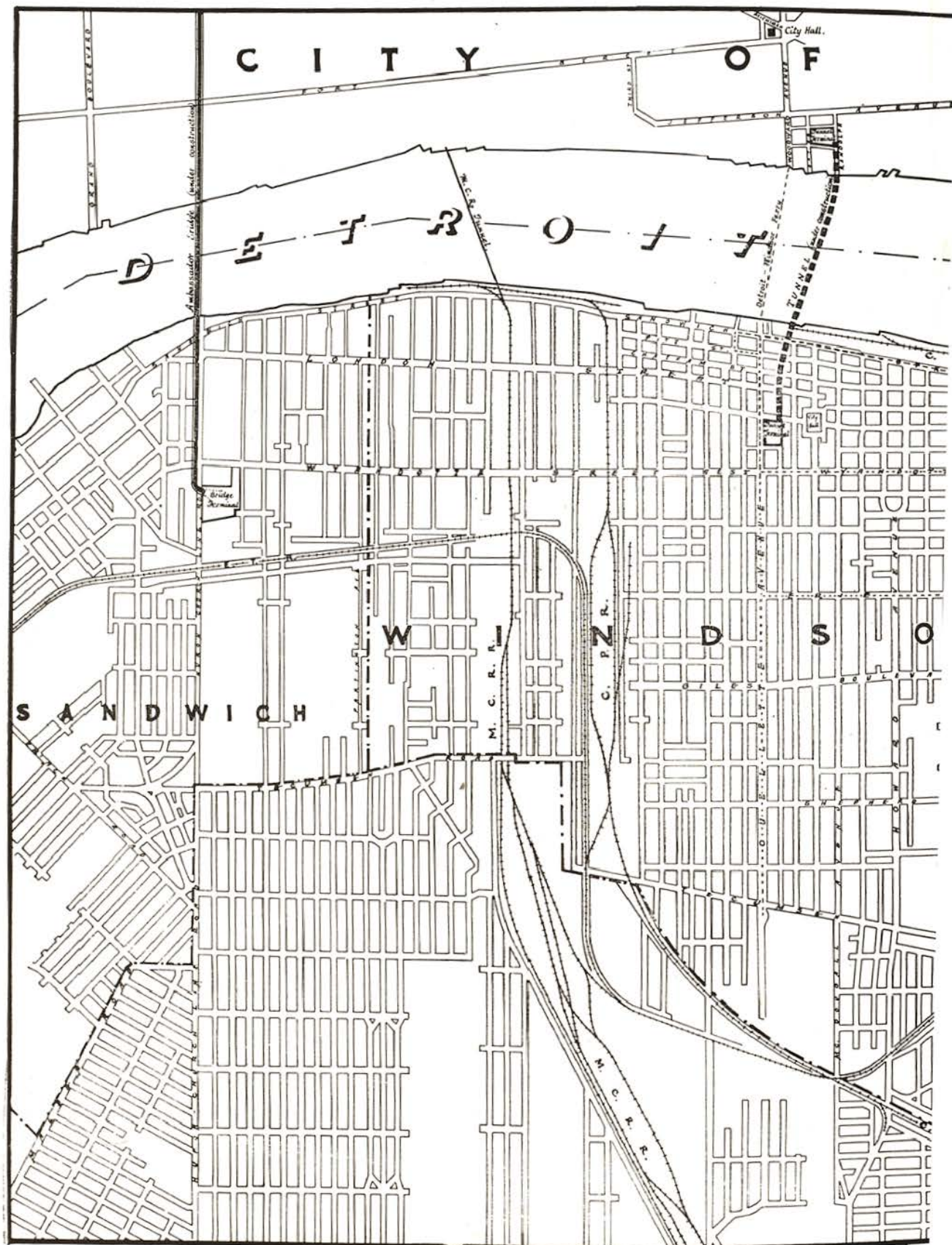
Other enterprizes catering to more restricted markets include the Standard Chemical Company, the River Sand Brick Company, Limited; the Ford City Door & Sash Company; the E. C. Poisson Lumber Company, Merlo, Merlo & Ray, Limited, contractors, and contractors' supplies, the Provincial Ice & Coal Company, the Imperial Oil Company, Limited, (distributing plant), Kovinsky Iron & Metal Co., the Windsor Ice & Coal Company, the C. A. Chilver Company, Limited, the Walkerville Fuel & Supply Company, the British American Coal Company, the Melnik Coal & Wood Company, Westgate's Ice Cream Co., the Ford Bottling Works, The Canadian Casket Co., the East Windsor Nurseries, etc.

Of course, East Windsor is happily situated with respect to transportation



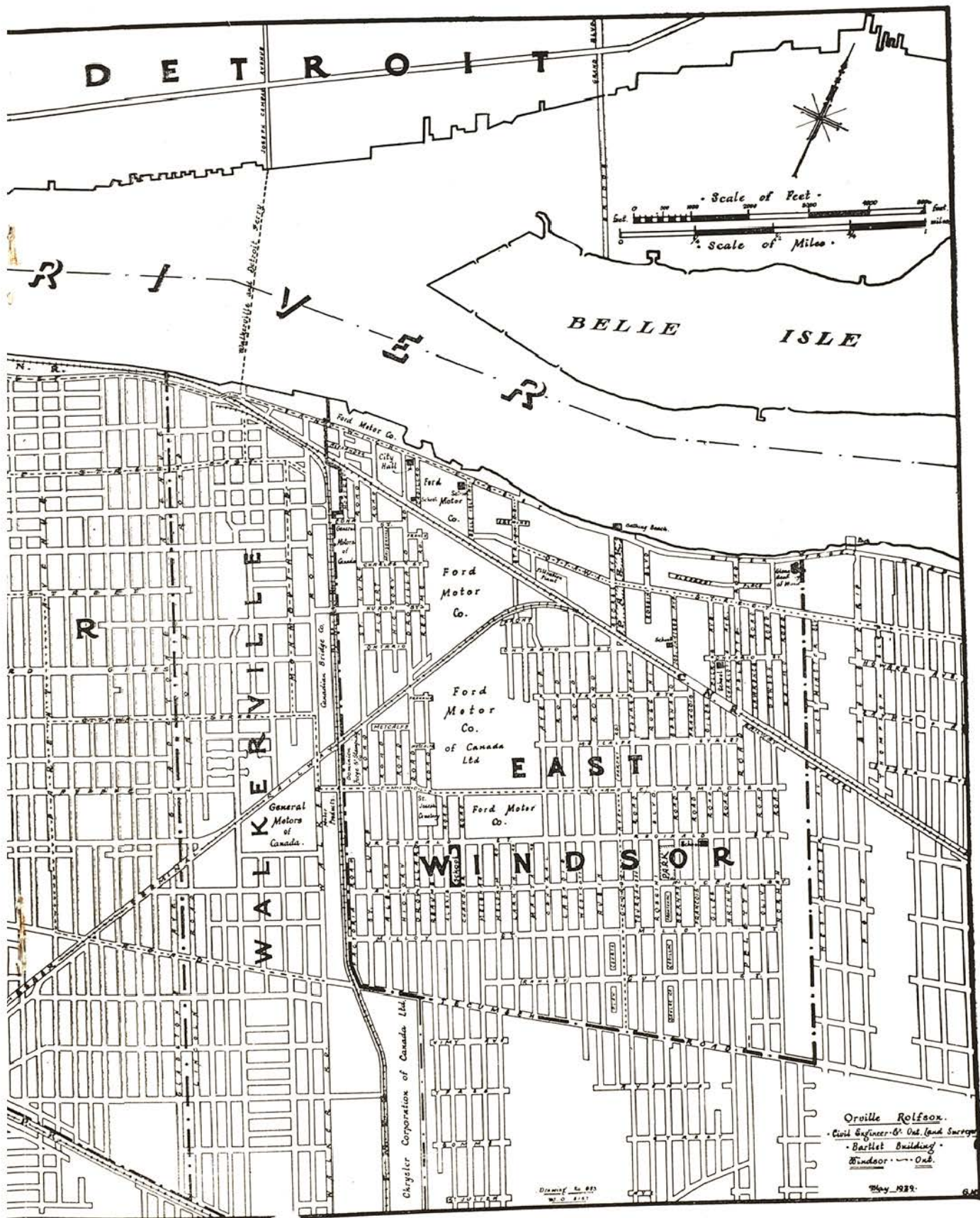
Dominion Forge & Stamping Co.





Map of East Windsor showing its location with reference to the





other members of the Border Cities and to Detroit. (Map is drawn to scale.)



## THE CITY OF EAST WINDSOR



The Canadian Lamp & Stamping Co.

facilities. It has ample dockage room and three railways, the Canadian National Railway lines, the Pere Marquette Railway and the Essex Terminal which gives access to the Canadian Pacific and the Michigan Central Railroads and also reaches the principal industries of the Canadian border as far south as Amherstburg.

Associated closely with the business and development of the new city is the Reaume Organization, Limited, which maintains offices in Windsor, and at George Street and the Tecumseh Road in East Windsor. The business of this concern is real estate and home construction. Fully two-thirds of the home building in the eastern and south-eastern section of the corporation was done on real estate sold through the agency of this concern.

**L**ESLIE R. REYNOLDS purchased one acre of land in the Township of Sandwich East 14 years ago upon which he erected a modest home. With the help of his father Mr. J. T. J. Reynolds, of Windsor, who has been identified with nursery activities for many years, the new owner set about to beautify his grounds with shrubs, vines and all kinds of flowers. This was purely for purpose of enjoyment at the outset. Friends came to admire the grounds. They brought other friends to do so. Some begged clumps of this flower, some roots of another until Mr. Reynolds found it necessary to set a modest price upon these in order to discourage the practice. It only served to broaden the demand. This business is now known as the East Windsor Florist and Nursery Co.



A Vista of the East Windsor Florist & Nursery Company's Greenhouse



# MUNICIPAL FINANCE

By C. V. WATERS, Treasurer of East Windsor

PERHAPS a few words referring to accounting, the taxes and their expenditure, may be of timely interest. The largest source of income is the annual tax levy, while the poll tax, the license fees, the police court fines, etc., furnish other sources of revenue. That the amount of taxes required to be collected for any year may be set sufficient for, but not greater than, the total expenditure to be met, it is essential that accurate information be available so that expenses and miscellaneous revenues may be estimated with accuracy. This is done by a detailed analysis of the accounts of previous years and by comparing the several years immediately prior to that being estimated. A comprehensive bookkeeping system is necessary for that purpose.

Each spending body makes its requisition in detail for the expenses it deems necessary, some items being fixed and others contemplated. These bodies are the Public and Separate School Boards, Parks Board, Essex Border Utilities Commission and the six Committees of the municipal council. In addition, there are debentures and coupons to be met in respect to school and municipal buildings, Fire Department equipment and local improvements.

The appropriations for these spending bodies are credited to their accounts. At the end of each month, a statement is prepared showing the total expenditures incurred, against which is set the actual proportion of the year's allotment.

The growth of the original village of Ford City to its new status as the City of East Windsor can be exemplified by the following figures of receipts for the years 1913 and 1928 respectively:

	1913	1928
Taxes and Penalties collected .....	\$14,937.42	\$ 808,519.42
Fines, Fees, Licenses, Dog Tags and Poll Taxes .....	127.23	28,684.55

Housing Commission..		26,520.00
Debentures sold, and temporary Bank Loans .....	43,919.40	1,507,616.37
Miscellaneous items ....	142.00	45,052.24
	\$59,126.05	\$2,416,392.58

These large increases show how the conveniences of present-day living in cities demand additional taxation over those of rural municipalities. Fire, Police and Health protection, care of indigents, street lighting, grade crossing protection, garbage disposal, street cleaning and the provision and maintenance of public parks, including bathing beaches, etc. All make their calls on the tax rate.

The following few items taken from the financial statements of 1913 and 1928 indicate what these conveniences and improvements cost:

	1913	1928
Fire Department and Hydrant Rental .....	\$ 336.01	\$ 33,874.45
Police Department .....		30,219.87
Essex Border Utilities Commission and Board of Health .....		30,342.58
Street Lighting .....		8,342.79
Care of Indigents .....	229.81	24,702.12
Board of Works Department (Street cleaning and maintenance, garbage, etc. ....)	2,233.96	26,118.89
Grade Crossing protection .....		3,199.83
School rates .....	4,375.88	192,258.95
Parks maintenance .....		8,965.94

In addition to these maintenance charges there is the capital cost of all improvements to be met. Money is raised by the sale of debentures for the construction of schools, pavements, sidewalks, sewers, etc., or the acquisition of lands for park purposes. These debentures extend over a term of 5, 10, 15, 20 or 30 years, respectively, depending on the purpose; the term is governed by the Ontario Statutes on the subject. All of these bonds have coupons attached payable semi-annually, and every issue is made up in such a way that each year part of the principal is paid off. The principal maturing together with the year's coupons for interest on the unpaid bonds makes



an equal annual payment, so that every year through the lifetime of each issue, the same amount is raised on the tax roll. The total of debentures and coupons paid in 1928 amounted to \$490,888.59.

The yardstick of municipal expenditures and debenture debts is the per capita amount, i.e., the amount per head of population, and this method of measuring is very generally in effect at the present time.

The Assessment-roll forms the basis of taxation and of the annual voters' list. On it are entered the names of all property owners with the description of their property, the names of the tenants, and other information required for statistical purposes. The total of land, buildings and business assessment for 1929 exceeds twenty-one millions of dollars.

Tax-roll is prepared from the assessment roll, only owners of property and those liable for business assessment being recorded on this. The amount of general and school taxes is shown against each item of assessment, together with the charges for local improvements and any unpaid taxes of prior years. The total of the roll, which for 1929 will exceed a million dollars, is charged against the Collector when handed to him, and he is credited with all he collects. On April 30th of the following year, he returns his roll and is credited with the uncollected amount only after making a detailed report on each item then unpaid. Prompt payment of taxes has a very favorable bearing on a municipality's standing in the bond market; a large amount of uncollected taxes reduces the price obtained for debentures sold and this means addi-

tional charges on the taxpayers to cover the deficiency. For this reason, penalties are exacted when taxes have not been paid on the instalment dates.

A perusal of the various items making up the total taxes shown on any tax demand will indicate to what extent local improvements affect the amount to be paid by property owners. These charges are frequently the cause of differences in taxes between the older and newer sections of the municipality. It is often overlooked that such charges are only collected for a limited number of years—10, 15 or 20 years, depending on the nature of the improvement—and that when the improvements are paid for, only general and school taxes remain. The reduction in taxes under such circumstances is therefore quite evident.

Economies in municipal operations can be extended to all departments, an example of which is the calling for tenders on local improvement works. It is the policy of the Council to decide on the whole program of construction works for the year, and to obtain tenders at one time for same, rather than to authorize improvements at different times during the summer as requests were made. It has been found that better prices are quoted when several construction jobs are available in one locality, so that equipment can be brought in and kept employed for a considerable period of time.

It is hoped that these few paragraphs will serve to indicate that the Council, the various Boards and the administrative staffs are endeavoring to furnish a maximum of service to the ratepayers at a minimum of cost.

COMPLIMENTS  
... OF ...  
**The**  
**U.S. Playing Card**  
**Company**  
Canadian Factories

Congratulations to the  
CITY OF EAST WINDSOR

**Hobbs Glass**  
MFG. CO., LIMITED  
601 Caron Ave. Windsor

# THE CITY OF EAST WINDSOR

## BALANCE SHEET

As of December 31st, 1928

### ASSETS

#### CURRENT ASSETS:

Cash on hand .....	\$ 300.00	
Taxes—1928 .....	283,671.21	
Arrears .....	73,755.09	
Local Improvements under Construction .....	276,857.94	
Accounts Receivable .....	54,180.20	
Commutation Fund Investment .....	9,587.54	
Accrued Revenues .....	14,245.76	
		\$ 712,597.74

#### FIXED ASSETS:

Land and Buildings .....	183,500.00	
Signal System .....	44,500.00	
Furniture .....	6,221.40	
Equipment—Board of Works .....	5,643.25	
Fire Department .....	33,075.00	
Hydrants .....	15,594.60	
Parks .....	190,525.86	
		479,060.11

#### PASSIVE ASSETS:

Hydro-Electric Commission .....	128,860.74	
Housing Commission .....	357,130.17	
Local Improvements .....	2,462,523.80	
Public Schools .....	878,558.69	
Patriotic .....	6,876.13	
		3,833,949.53
		<u>\$5,025,607.38</u>

### LIABILITIES

#### CURRENT LIABILITIES:

Loans and Overdraft .....	\$ 641,080.19	
Levies in advance of maturity .....	15,962.93	
Debentures and Coupons due but not presented .....	23,337.60	
Accounts Payable .....	10,252.51	
Commutation of Local Improvement Taxes .....	9,587.54	
		\$ 700,220.77

#### DEFERRED LIABILITIES:

Debentures—Local Improvement .....	2,462,523.80	
Public Schools .....	878,558.69	
Hydro-Electric Commission .....	128,860.74	
Housing Commission, Municipal .....	276,879.02	
Housing Commission, Ontario .....	80,251.15	
Parks .....	176,346.43	
General .....	103,270.09	
Patriotic .....	6,876.13	
		4,113,566.05
Assets exceed Liabilities .....		211,820.56
		<u>\$5,025,607.38</u>



## HIGHER EDUCATION

WHILE both Public and Separate Schools are providing high school or collegiate continuation classes incidental to their regular work, the new status of the corporation, separated as it is from the county organization, will necessitate the creating of a high school or collegiate institute and a joint Board of Education. That East Windsor will maintain that same leadership in higher education that it has in its common school activities is beyond peradventure.

Incidentally, East Windsor already has two secular institutions that are unique in their character, the Glengarda Ursuline Academy and the home of the Christian Brothers, respectively. The former institution has a house proper and a beautiful 65-acre site on the river front, the grounds immediately adjacent being artistically laid out with flowers and shrubbery. These grounds are available for educational purposes. Glengarda provides a large part of the teaching staff of the separate schools of East Windsor.

The Christian Brothers, who have leased the former Henkel property, are contemplating the construction of a college, for the boys within the bounds of East Windsor.

At the present time, the splendid technical high school of Walkerville and Windsor and two collegiate institutes at Walkerville and Windsor, respectively, are available to the students of East Windsor.

\* \* \*

### *East Windsor's Public Schools*

THE opening of the Belle Isle Avenue school, April 16, 1917, with an enrollment of 120 pupils and a staff of three teachers—Misses Della Briody, Miss Beasley and Miss Inez Showers—definitely marks the transition from the old to the new order in educational affairs of the rapidly growing community. It marked

the passing of the old Jenking township-school and the coming of the modern urban institution of learning. This new school contained five rooms and within the next two years the population was to receive such impetus through the industrial development that was going on as to test its capacity. This school was erected during the chairmanship of Lieut-Col. Walter L. McGregor whose efforts were ably seconded by Capt. W. W. Allen, Messrs. Frank Joyce, John Barr, C. M. Lewis and A. Maisenville. By 1920, the enrollment had increased to such an extent that it was found necessary to build bungalow schools—as temporary expedients for this and the ensuing two years. The population of the town had trebled by this time and the members of the Public School Board endeavored to anticipate the further immediate needs of the community. Plans were formulated for the construction of the Ontario Street school, comprising eight rooms, which building was to be completed by September, 1923. This was accomplished and the school opened at the appointed time with 200 pupils from the district and 120 from the Belle Isle Avenue area.

The school year 1923-4 was marked by an influx of population of over 50 per cent. over the previous twelve-month period, this new development being largely in the southern part of the present city; so the board having anticipated the conditions that were shaping themselves there, erected the Gordon McGregor School with 12 classrooms, provision having been made, however, for expansions as the situation demanded. These exigencies were to arise sooner than anticipated by the critics of the board, for conditions in 1927 were such that it became necessary to add 12 more rooms to this building. It now has a capacity of 30 regular class rooms and, of course, has all those other features of the modern school, such as assembly room, gymnasium, etc. Opening in November, 1924, with 11 rooms filled, two months after—at the New Year—an additional class had been organized. Two



classes were added in 1925; three in 1926; one in February, 1927; six in May of the following year; five during the ensuing September, making in all 29 rooms occupied when the school bell recalled the pupils to their desks in September, 1928.

The Central School, comprising five rooms, was opened in November, 1925, and filled. It was closed in April, 1927, and the pupils were transferred to the Gordon McGregor school.

Meanwhile, the settlement in the south eastern residential area had become pronounced and this circumstance together with the rapid growth of the section surrounding the Gordon McGregor school

should be deprived of his school opportunities as often arises in the case of rapid increases in community growth.

The various chairmen and the years during which they served are as follows: Lieut-Col. W. L. McGregor, 1916; Mr. Frank Joyce, 1917 and 1919; Mr. J. Barr, 1918 and 1920; Mr. R. J. Moore, 1921; Mr. G. A. Scott, 1922, 1923 and 1925; Mr. H. H. Wass, 1924; Mr. W. E. Addyman, 1926; Mr. C. W. Caple, 1927; Mr. W. E. Morris, 1928; Mr. Frank Rogers, 1929.

The officers of the East Windsor Public School Board are as follows: Public School Inspector, Mr. T. Preston, B.A., B. Paed.; Secretary-Treasurer, John



The David Maxwell School, Reginald and Francois Streets

indicated to the board that new facilities should be provided in the vicinity of Reginald Street and Francois Street. Contracts were accordingly awarded for the construction of the David Maxwell school, comprising 12 class rooms. It was opened in January of the present year with seven rooms filled. It is named for the former school inspector whose outstanding career as an educator shed lustre upon the schools of Essex county which were long in his charge.

Because of the exceptionally rapid development of the present city the Public School board has had to envisage many difficult problems. The growth was not the steady development of the ordinary community. It was exceptional at times. It became largely a matter of anticipating needs early enough in order that no child

Dower; Supervising Principal, K. C. Hor-top, B.A.; Chief Medical Officer, Dr. A. M. Blakely, M.D.; School Nurse, Miss M. Nash; School Dentists, Dr. M. A. Maloney, D.D.S. The personnel of the school board appears in the list of municipal officers shown elsewhere.

\* \* \*

### ***Separate Schools of East Windsor***

By DR. M. G. BRICK, Chairman.

NOTRE DAME, the first parochial school erected, accommodated all the pupils until 1915, when the increase in the population, due to the industrial development, made it necessary to open classrooms in the Parish hall.

The next September brought such an influx that another partition at right angles to the first was erected and fifty



## THE CITY OF EAST WINDSOR

children were huddled together for two years under the guiding hand of five Sisters.

There was no equipment for the class work. Long benches and the crudest of benches were constructed at which ten or more pupils sat and if one wished to leave his place, there had to be a general move or the child had to step over the others. During this time the School Board, though willing to improve conditions, had no funds to provide anything better. The ventilation in this building may be im-

school. The primary teacher in Notre Dame School had a roll call of 106 pupils, with seating capacity for 45, so two classes were opened in the church auditorium. In September of the same year an annex building, erected in 17 days, bungalow style, was built near Notre Dame School, accommodating three classes. The next year saw a similar one on Joe Janisse Avenue. The School Board continued to encourage the Sisters in their patient endurance of all inconveniences as a better day would soon dawn. Their promises



The St. Jules Separate School

agined, though no complaint was ever heard from the teachers.

But in the summer of 1919, the School Board of which Mr. Theodore Drouillard was Chairman, spent \$3,000 in improving the interior of the hall. Much credit is due Mr. Drouillard for the progress made during his nine years of service in erecting schools which are unequalled in the diocese. For up to 1922, the town could boast of but one four-room school; the succeeding six years saw three beautiful brick schools erected and well equipped, including 29 class rooms.

At Easter, 1921, the basement of the church became the next improvised

soon became a reality, for in May, 1922, a modern six-room school known as Holy Rosary was built on Drouillard Road and was ready for occupancy the following February. In the spring of 1923, just a year later, six more rooms were added to this school. This twelve-room structure afforded accommodation for the pupils of that district for the two succeeding years only; to relieve the overcrowded classes the three-roomed bungalow was moved from Cadillac Street to the grounds of Holy Rosary School, thus providing fifteen class rooms for the opening of school in September, 1924. Pupils and teachers alike were seriously handicapped in these



## The Border Cities Star

**E**XTENDS its heartiest congratulations and its most cordial good wishes to the officials and the people of East Windsor on this happy occasion.

The town that was Ford yesterday is the City of East Windsor today. With the change will come a new quickening of that splendid spirit of enterprise and advancement that has lifted this municipality from a village cradle to the stature of cityhood within the amazingly short space of 16 years.

The Star is proud to be associated with a community so great, so strong, so progressive as the magnificent metropolitan area of which the City of East Windsor is so important a part.



**T**HE Citizens of Tecumseh convey to their ambitious neighbors their most sincere congratulations upon the official birth of their "rejuvenated" town, and express the hope that their dealings with "EAST WINDSOR" will be as amicable and sympathetic as they have always been with "FORD" in the past.



**L**A Ville de Tecumseh offre ses plus sinceres félicitations à son ambitieuse voisine à l'occasion de sa naissance officielle comme cité, et ses citoyens émettent le voeu que leurs relations avec "EAST WINDSOR" soient aussi cordiales que celles qu'ils eurent toujours avec "FORD."

SENATEUR LACASSE, Maire

ERNEST DUGAL, Greffier

*Congratulations and Best Wishes*

**To the City of East Windsor**

**A. STUART ALLASTER – GILBERT J. P. JACQUES**

*Registered Architects and Engineers*

WINDSOR, ONTARIO

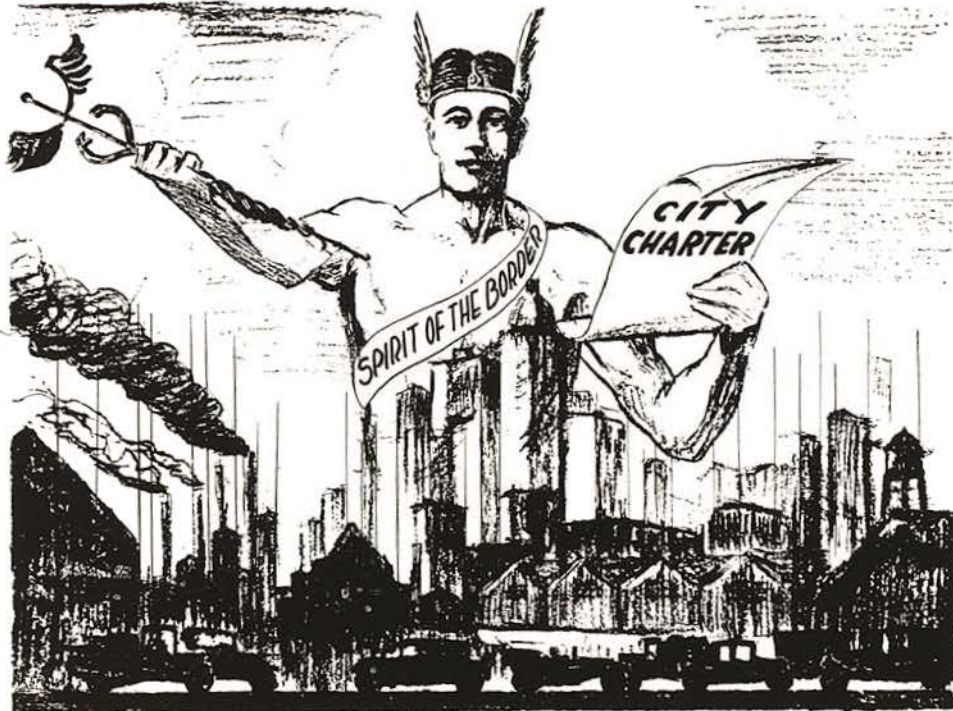
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WINDSOR



## HEARTIEST CONGRATULATIONS !

### *The History of East Windsor is the History of the Border*

SINCE THE DAYS WHEN THE HORSE-DRAWN DEMOCRAT CREAKED ITS WEARY WAY UP THE DRY AND DUSTY ROAD, DOWN TO THE PRESENT ERA OF SPEED MANIA ALONG CONCRETE HIGHWAYS, EAST WINDSOR AND ITS SISTER MUNICIPALITIES HAVE MATCHED STRIDES

TODAY A NEW CITY IS BORN. THE OLD CITY THAT WAS AND THE NEW EAST WINDSOR THAT COMES INTO BEING TODAY PRESENT A GLORIOUS PICTURE OF THE WILL TO DO, THE POWER TO ACHIEVE, THE SPIRIT THAT ACCOMPLISHES.

IS IT NOT TYPICAL OF THIS BORDER OF OURS ?

**The C.H. SMITH COMPANY**  
LIMITED

*By Andrew G. G. G.*



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**The Canadian Bank of Commerce**

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**EAST WINDSOR BRANCH**

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# THE CITY OF EAST WINDSOR

## ASSESSMENT FIGURES

Year	Land	Buildings	Total	Tax Rate (General)
1913	\$ 280,609	\$ 242,170	\$ 607,879	11 1/10
1914	323,330	340,345	800,213	14 9/10
1915	327,713	412,395	1,128,667	9 7/10
1916	411,133	498,050	1,230,307	13 2/10
1917	538,506	676,625	1,615,124	15 4/10
1918	589,337	752,375	1,755,078	17 8/10
1919	595,947	777,475	1,762,889	23 5/10
1920	945,710	1,095,150	2,635,960	21 5/10
1921	1,401,723	1,354,370	3,368,619	27 1/10
1922	1,674,038	1,769,120	4,271,511	31 1/10
1923	3,311,066	2,345,430	6,668,494	27
1924	4,676,124	3,548,070	8,940,794	24
1925	5,112,440	4,662,950	11,005,560	24
1926	7,819,390	8,977,228	19,212,442	17 5/10
1927	7,826,375	9,648,470	19,913,600	19
1928	7,964,432	10,740,444	21,392,086	18
1929	8,339,190	11,433,275	22,747,665	

## POPULATION

Year	Actual Figures	Year	Actual Figures
1913	1,430	1921	5,800
1914	1,978	1922	5,860
1915	2,060	1923	6,800
1916	2,400	1924	9,204
1917	2,900	1925	11,300
1918	3,136	1926	13,105
1919	3,138	1927	13,531
1920	4,300	1928	15,105
		1929 (On May 1)	17,000

Estimate of Citizen's Research Institute of Canada

1923	6,540	1926	13,040
1924	7,940	1927	16,440
1925	10,040		

## BUILDING PERMITS

Year	No. of Permits Issued	Amounts
1921	160	\$ 323,185
1922	220	1,564,795
1923	502	1,593,452
1924	374	1,368,910
1925	405	1,104,445
1926	487	1,592,058
1927	280	1,054,531
1928	180	758,315
1929 (First four months)	51	223,486



## ADMINISTRATION

### COUNCIL FOR YEAR 1929

Mayor—F. D. Riberdy  
First Deputy Reeve—J. Hebert  
Reeve—N. Bontront  
Second Deputy Reeve—Wm. Lavasseur  
Third Deputy Reeve—E. C. Poisson  
Councillors—Louis St. Pierre, Bruce Williams, P. N. Gardner, J. P. Parent,  
C. Reaume, C. J. Mousseau.

### COMMITTIES

<b>FINANCE AND ASSESSMENT</b> B. Williams, Chairman E. C. Poisson C. J. Mousseau	<b>BOARD OF WORKS</b> J. Hebert, Chairman C. Reaume P. N. Gardner
<b>POLICE AND LIGHT</b> E. C. Poisson, Chairman Wm. Lavasseur C. J. Mousseau	<b>FIRE AND WATER</b> Wm. Lavasseur, Chairman N. Bontront L. St. Pierre
<b>LICENSE AND CHARITY</b> N. Bontront, Chairman B. Williams J. P. Parent	<b>INDUSTRIAL AND TRANS- PORTATION</b> P. N. Gardner, Chairman L. St. Pierre J. Hebert
Clerk—J. F. Foster Treasurer—C. V. Waters Assessor—D. J. Adam Chief of Police—A. Maisonville Chief of Fire Department—Wm. Girard	Board of Works Foreman— F. J. Vermette Tax Collector—E. H. Whitmarsh Engineer—H. W. Patterson Building Inspector—A. P. Mannie Social Worker—Mrs. S. Gelina

### BANKERS

The Bank of Montreal

### SOLICITORS

Town Solicitor—Furlong, Furlong Awrey & St. Aubin, Windsor, Ont.  
Advisory Counsel—Long & Daly, Toronto, Ont.

### ESSEX BORDER UTILITIES COMMISSION

Ford City Commissioners—Harry C. A. Maisonville, Mayor Riberdy

### FORD CITY HYDRO-ELECTRIC COMMISSION

O. Paquette, Chairman Mayor Riberdy Jos. L. Reaume

### PARK BOARD

H. H. Wass, Chairman Jos. L. Reaume  
Rev. F. X. Laurendeau L. R. J. Reynolds Ray Dugal  
C. K. Walton Mayor Riberdy

### HOUSING COMMISSION

Mayor Riberdy, Chairman John Ray Milton McWilliams

### SEPARATE SCHOOL BOARD

Dr. M. G. Brick, Chairman Dr. P. J. G. Morgan Dr. D. St. Pierre  
Norman Lassaline Thos. Hebert L. R. Parent  
A. J. E. De Hetre, Secretary-Treasurer

### PUBLIC SCHOOL BOARD

F. W. Rogers, Chairman E. W. Morris A. McQuarrie  
J. Chaproni H. Baby Mrs. Wanhala  
J. Dower, Secretary and Treasurer K. C. Hortop, Supervising Principal

## THE CITY OF EAST WINDSOR

temporary quarters, so the Board, always sympathetic and progressive, promptly determined to enlarge Holy Rosary and again added six new rooms which were ready in November, 1927. The present building with its 18, well-equipped class rooms, dental clinic and auditorium—while it boasts of no extravagant expenditure, provides all that is necessary for the imparting of a liberal education to the 823 pupils now enrolled. Its location on Drouillard Road, where traffic is heavy and continuous, has made the problem of safe dismissals a perplexing one; however, the difficulty has been solved by the efficient assistance of the Boy Scouts of the School, who control traffic and guard the out-going pupils until all are safely started on their homeward journey.

In the summer of 1922, the Trustees of Sandwich East asked the Sisters of St. Joseph to take charge of a two-room school near Pilette and Tecumseh Road. This building became inadequate, but as in January, 1923, the Separate School Board annexed this section, they were thus enabled to build an imposing, six room brick school, known as St. Jules. In September, 1928, three more rooms were added. The school now has an enrollment of 300 pupils. It ranks among the most up-to-date schools in the Border Cities, completely furnished and equipped throughout with electric clock and signals. The grounds are spacious and the surroundings ideal. St. Jules school commemorates the memory of Jules Janisse on whose old farm this building was erected.

St. Joseph's School on Joe Janisse Avenue which began with a three-room bungalow in September, 1922, was soon replaced by an attractive six-room structure. It too has proved too small to accommodate the number of pupils, so that the basement is being utilized for two class-rooms awaiting the completion of the eight-room addition which is in course of erection. Four of the new class rooms will be used for the Fifth Form and Commercial Classes which will be transferred from the old Notre Dame School to the new building at the beginning of the school term in September. The spacious gymnasium, large playgrounds and modern equipment will no doubt give a fresh impetus to secondary education in the Separate Schools of East Windsor. The members, Dr. St. Pierre, Dr. Morgan, Mr. Lucien Parent, Mr. Thos. Hebert and Mr. Norman Lassaline—generously sacrifice time and energy to aid this branch of the work.

The growth is probably better shown by comparison. In 1918, the Separate Schools had a staff of six teachers and an enrollment of 250 pupils. Today their records show a staff of 42 teachers and an enrollment of 1692 pupils.

During the summer of 1926, the three-room bungalow which used to be St. Joseph's School was removed to Meldrum and Milloy Streets and in it we find three more classes and the board has plans for future building.

In 1917, one pupil wrote the entrance examination while in 1928, 86 candidates wrote and 86 passed.



Rossini Boulevard



Home of Mr. Frank Joyce



## RELIGIOUS ACTIVITIES

THE first religious activities in East Windsor are, of course, centered about Our Lady of the Lake church. The non-Catholic families, the few that there were, attended old St. Mary's Episcopal church at Walkerville.

To the efforts of the Rev. James Theodore Wagner, parish priest of St. Alphonsus church, Windsor, is due the honor for the founding of our Lady of the Lake church out of which parish have been carved parts of no less than six parishes. These efforts date back to 1881,

which he owned and supported, for the joint use of both denominations. This plan was not found feasible. Mr. Walker then made a substantial contribution to the building fund. When the need of a church was manifest, the new parish was cut out of the old parishes of Assumption, Sandwich, St. Alphonsus, Windsor and St. Anne, Tecumseh.

The boundaries ran four concessions back and took in the territory east of the Gravel Road or Howard Avenue in Sandwich; in Windsor, the dividing line was the west side of the Hall Farm and the eastern boundary extended to about the Little River.

Three years had elapsed since the subject of organizing a new church was suggested until the corner stone was laid on May 8, 1884. For this occasion, the Reverend Joseph Bauer, parish priest of Stoney Point, later vicar-general of the diocese of St. Cloud, N.D., preached the special sermon. The contractors were the late F. X. Drouillard and Adolphe Labadie. The new church was dedicated on November 3, 1884, by Rev. Dr. John Walsh, bishop of the diocese of London. The first parish priest, however, Reverend Alfred Lapierre, did not take charge until April 25, 1885, coming here from St. Hyacinthe, Que., where he had served as professor at the seminary. The church itself cost \$12,745.49, which did not take into account the work gratuitously performed on the part of the parishioners, consisting of teaming, etc. The presbytery was the next undertaking and this was erected by Messrs. John and Jesse Foster, with Messrs. Luc Montreuil, Alex St. Louis, Joseph D. Janisse, Paul St. Amour and Emmanuel Parent, as the committee in charge.

Fr. Lapierre who had been in ill health all through his pastorate died on June 24, 1890, and was interred beside the remains of his father and mother, in Assumption cemetery, Sandwich. Reverend B. Boubat, of Ashfield, became the second pastor, but found the climate disagreeable and



Our Lady of the Lake Church

when the revered Windsor pastor initiated the practice of holding church services once a month in the old school house, which was located on the Jenking farm. Walkerville, at this time, had but one edifice of worship, St. Mary's Episcopal Church, and it is generally understood that the late Hiram Walker, who was to become one of the most important benefactors of the parish of Our Lady of the Lake, made overtures to the diocesan authorities offering St. Mary's church,



left at Easter the following year. The Reverend L. A. Beaudoin, chaplain of the Sisters of Mercy, New York City, was then appointed to fill the vacancy, taking up his new responsibilities on June 8, 1891. During his pastorate the site for the cemetery was purchased, being consecrated July 17, 1892; the home of the sisters of St. Joseph was erected; and the Notre Dame school was built, the corner stone having been laid on June 1, 1894. Later, through his efforts, St. Edward's separate school in Walkerville and the St. Louis school in Riverside were built.

The original church was destroyed by fire in the summer of 1908, and Fr. Beaudoin set heroically to work immediately, securing pledges for the erection of a new and finer edifice. The present structure resulted.

Fr. Beaudoin ministered indefatigably to the needs of the parish until his death on August 19, 1917.

Fr. F. X. Laurendeau, of London, now dean, was appointed to the vacancy, taking charge early in September of that year. At the time that he assumed his new duties the congregation comprised 400 families. With the growth of the municipality the enrollment at Our Lady of the Lake church rose to 1500 families. Through the efforts of the reverend dean two new parishes were carved out of our Lady of the Lake parish, Ste. Rose de Lima in Riverside and Ste. Therese in the extreme south-eastern section of the city. Incidentally, three new schools were established, Holy Rosary, St. Joseph and St. Jules. Among other works carried on by the present rector are improvements to the church costing \$14,000 which included the redecoration of the inside of the edifice and the construction of new front approaches.

\* \* \*

### *St. Aidan's Church (Anglican)*

**F**IRST St. John's Church at Sandwich, later old St. Mary's church at Walkerville, and then its successor St. Aidan's modest edifice are the churches which have ministered to those few families of

the Anglican faith who made their homes in what is now East Windsor. The close of the World War brought a great many of the former soldiers to the then growing town to seek employment. The eastern side of the corporation was settled by many Canadians, English, Irish, Scotch and Americans. To meet the spiritual needs of these families, in particular, services of the Anglican faith were conducted by the Rev. W. H. Battersby, rector of St. Mary's church, Walkerville, in a bungalow school. A Sunday School was also organized. Both of these activities were later continued in the Ontario Street School. At this time, the ladies of the community formed an organization and gave impetus to the movement which had been advanced to build a church. They raised the money for the purchase of the site. The men of the congregation, in a concerted movement, volunteered to do the labor, excavating, building of the



St. Aidan's Anglican Church

brick foundation walls, constructing the basement, and raising the superstructure.

The Rev. S. E. McKegney, M.C., B.A., was the first clergyman to be assigned to the new parish, coming in 1923, while the building was under way. Conditions arose at this time, however, which necessitated giving out a contract for the completion of the structure. The edifice was ready for consecration in July, 1924. Assisting the pastor in supervising the completion of the work were the church wardens, Messrs. George A. Scott, B.A., and D. E. Bull, president; Mrs. G. A. Scott, vice-



president; Mrs. George MacKenzie, secretary and Mrs. J. Burns, treasurer. From the outset, St. Aidan's church has endeavored to meet the varied needs of a community that was growing and that presented diversified problems. It has been a social center for many who settled in the locality and to whom it was desirable to form ties of friendship and acquaintance in a new land. Ideals of good citizenship and right living have been inculcated in the young through its social center activities and Sunday School program, respectively. Friends and adherents have been generous in their contributions for the varied activities of St. Aidan's, through its Sunday School, Boy Scouts and Relief work, and of course, its religious services which are deserving of such encouragement.

The Rev. S. E. McKegney was succeeded in the fall of 1925 by the Rev. W. H. Hartley, the present rector, who is supported in the work of St. Aidan's by the following officers or agencies: Church wardens, Messrs. F. James Bridges and T. W. Benson; the Church Women's Aid, the Men's Club, an active branch of the Anglican Young People's Association; a Girls' Guild, a troop of Boy Scouts and a Pack of Cubs, and the Sunday School, each and all working for a common good.

\* \* \*

### ***The United Church in East Windsor***

**T**HE United Church of Canada is splendidly represented in East Windsor by St. Paul's United church on Pilette Road; Trinity United church on Tourangeau Road and All Peoples Mission held in the Gordon McGregor Public School.

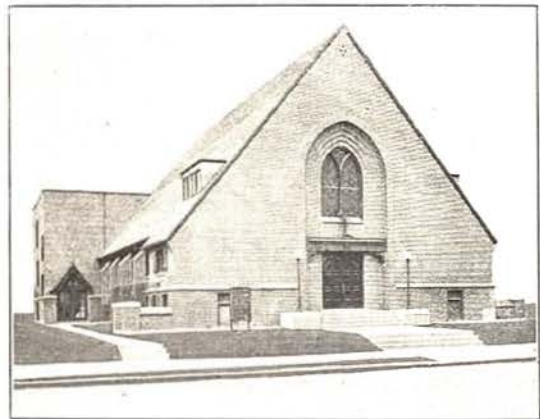
The first building for public worship under Methodist auspices was built in 1919 on Erskine Avenue and was known as the Ford Methodist Mission.

The trend of population being towards Pilette Road a site was purchased on that

street and in 1923 a basement church known as the Pilette Road Methodist Church was started.

When Church Union was inaugurated between the Methodist, Presbyterian and Congregational churches, Pilette Road Methodist church entered the Union and the growth and activity of the church made conferences with the Mission Board at Toronto necessary and a grant of \$30,000 was made to erect a modern edifice.

The late James Sinclair, one of the pioneers of the District, left a handsome



**St. Paul's United Church**

legacy to the building fund and in January, 1929, a fine modern church was opened named St. Paul's United church. The pastor is Rev. A. E. Moorehouse.

Tourangeau Road Trinity church, under the direction of Rev. H. G. Bandey, commenced its activities in 1927.

In the Gordon McGregor school the Rev. M. DiStasi has under the direction of the Mission Board of the United church of Canada, organized and carried on since 1927 an active All Peoples Mission for work amongst Canada's new citizens.

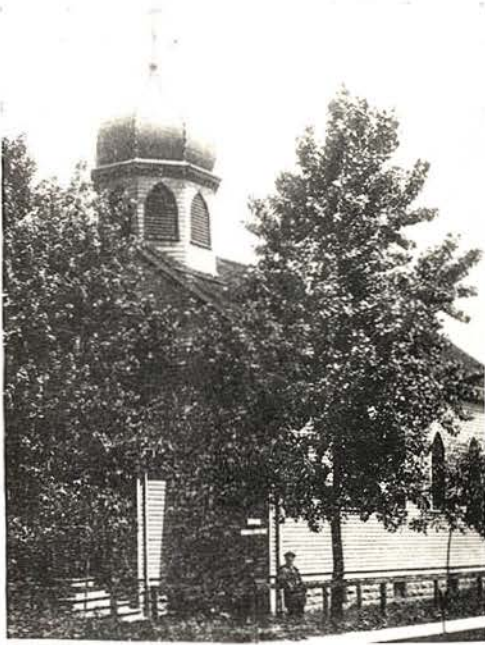
\* \* \*

**T**HE Salvation Army has just acquired a site on the Pilette Road near Ottawa Street where a citadel will be erected. This is further evidence of the rapid expansion of the city.



### St. Nicholas' Russian Greek-Orthodox Church

UNDER the inspiration of Onufry Teron, who acted as secretary, a small group of Russian immigrants established the church of St. Nicholas of the Russian



St. Nicholas Russian Greek-Orthodox Church

Greek-Orthodox faith in the year 1916, on Drouillard Road at Huron Street. After the edifice was reared, an administrative committee was appointed with Vasily Lazar as chairman, and the Russian Mission assigned Rev. Joseph Sharlay as

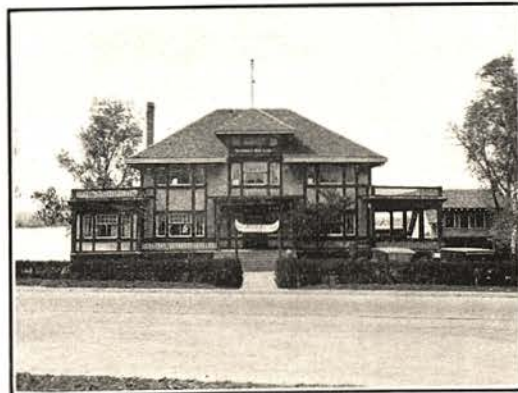
priest. In 1917, T. Yanoshevsky was chosen chairman, and Rev. Vl. Kozorizov became pastor. In 1918, the church passed through a critical period. The Red economic pestilence that swept Russia in the form of Bolshevism had its echo in Ford City, delaying the progress of the church. Between this political fanaticism and the shortage of funds, the church seemed to be doomed to be crushed down. It is to the credit of two of the more prominent members, Kiril Schwartz and H. Stadnick, who contributed \$700, and so started the church finances on an upward trend. In a short time, \$4,000 had been collected to satisfy the claims of the mortgagees. A crisis was passed. The other disintegrating force gradually spent itself. The propagandists eventually sobered up. This latter achievement is largely due to the incessant efforts of Rev. P. Zaychenko and Rev. N. Ouspensky, and the chairman, Kiril Schwartz.

In 1928, the entire encumbrance was paid off under the chairmanship of A. Kovtiak and Rev. Fr. Bazelevitch. The church now numbers 150 official members with about 1,000 additional sympathisers, these being increased steadily among the Russian and Roumanian population of the new city.

A noteworthy work is that of Kondrat Haman, who has served the church in the capacity of psalmist for about ten years. The present administration comprises Rev. N. Hudrich, priest; E. Boulavin, chairman; F. Bochkovsky, treasurer; and L. Rachalsky, secretary.



Home of Mr. John A. Kunsky, Detroit



The Boat Club in East Windsor



## The Essex Border Utilities Commission

By R. B. BRAID

Secretary, Essex Border Utilities Commission.

THE Essex Border Utilities Commission, which serves the contiguous municipalities of Riverside, Ford City, Walkerville, Windsor, Sandwich, Ojibway, LaSalle, and portions of Sandwich West, Sandwich East and Sandwich South, was created by special Act of the Ontario Legislature in 1916, for the purpose of dealing with problems in which it is to the advantage of these municipalities to co-operate.

The mayor or reeve of each municipality is a member ex-officio of the commission, and in addition each municipality is represented by one commissioner elected every three years by the people. Windsor forms an exception to the other municipalities in that it has four elected representatives. The members of the commission serve without remuneration; and all projects must be authorized by the qualified ratepayers of the several municipalities.

The Commission's first undertaking

was the construction in 1919-20 of two sections of a large intercepting sewer designed ultimately to collect the domestic sewage of the entire Border and discharge it, after treatment in a central disposal plant, into the river. The City of Detroit is about to carry out a similar project. The drainage of the territory lying to the south of the urban municipalities forms a separate problem. The commission's engineer will shortly submit a report upon a complete sewage system to serve that district, and in all probability the actual work will be under way before the end of the present year.

As the outcome of a popular demand for the filtering of our local water supply, the Utilities Commission has constructed and is now operating a filtration plant, having a capacity of twenty-million gallons per day, which supplies the entire Border with filtered water. By the time the plant was completed and placed in operation in 1926, several years had elapsed since it was designed, and dur-



The East Windsor Police Department.



## THE CITY OF EAST WINDSOR

ing the interval the population of the Border had increased to such an extent that it appeared likely that the plant would soon prove inadequate. However, the curtailment of water wastage, effected by the installation of meters and by other means, has enabled the plant to take care of the requirements of the district, but early consideration will have to be given to the question of enlarging the capacity of the filtration plant.

Obviously, the only sane method of handling these two utilities—sewage disposal and water supply—was by concerted effort, rather than for each municipality to construct and operate its own individual plant.

The same thing applies to the public health service, and since 1919 the district has been under one Board of Health, which is administered and controlled by the Utilities Commission.

Similarly, when it became evident that there was constantly increasing shortage of hospital accommodation in the Border, the Utilities Commission was charged with the solution of the problem, and in March, 1928, the Metropolitan General Hospital, located in the town of Walker-

ville, was opened to the public. Approximately half of the cost of the institution was met by public funds voted by the ratepayers of the Border Municipalities and the balance is represented by private gifts and subscriptions.

The Utilities Commission also has authority to establish and maintain a Metropolitan park or system of parks, and while nothing definite has been accomplished along this line, due to the exceeding difficulty of devising a scheme calculated to appeal equally to all sections of the Border, the engineer of the Commission has in preparation a report upon a system of water front parks.

The commission is also the town-planning authority for the border district, which involves the approval of all proposed subdivisions within a large radius.

Without entering into the merits or demerits of the proposal to amalgamate the Essex Border Municipalities into one city, it is quite apparent that the Essex Border Utilities Commission is providing a great number of the benefits which it is claimed would result from amalgamation.



Front row: Mrs. Stella Gelina, Social Worker; Eleanor Poisson, Assessor's Office; Hilda Green, Treasurer's Office; Lenore Pratt, City Clerk's Office; Minnie Perrault, Treasurer's Office. Top row: C. V. Waters, Treasurer; D. J. Adam, Assessor; A. H. Whitmarsh, Tax Collector; F. J. Foster, Clerk; A. P. Mannie, Building Inspector.



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NEW BED SPRING



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All Models



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In Re-Naming Your Beautiful City

YOURS FOR UNLIMITED PROSPERITY

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**CITY OF EAST WINDSOR**

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**Motor Products Corporation**  
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*Who Insures Against  
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WASHING, POLISHING and Greasing Equipment included.

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TO THE CITY OF EAST WINDSOR

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Manufacturers of Electrical Refrigeration  
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We Congratulate  
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AND MAY THOSE WITHIN IT'S BORDERS  
EVER PROSPER  
  
THE  
**CAPITOL THEATRE**  
WINDSOR, ONTARIO

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**McCord Radiator & Mfg. Co.,**  
The Largest Automotive Radiator Plant in the British Empire  
Radiators for Cars, Trucks and Tractors  
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*Here's Success*  
To the City of East Windsor  
**Maurice and Sidney Nathanson**

*Extending to*

# EAST WINDSOR

Our most sincere Wishes for its continued  
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## Pascoes

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*"Clothes for Men and Boys"*

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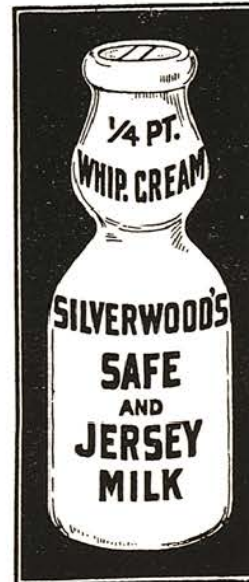
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WITH A HIGH CLASS  
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An Organization Built on  
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Over 500 Stores operating throughout Ontario and Quebec, supplying the housewives with their grocery requirements at a real saving.

You will find one of these Red Front Stores around the corner, ready to serve you.

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To the City of East Windsor  
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THE  
C. M. BENNETT, Ltd.

LEADING PAINTERS AND DECORATORS

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Chain RED and WHITE Stores

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EAST WINDSOR

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EAST WINDSOR



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**PAINT AND VARNISH PRODUCTS**



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Stand: Cor. Pillette and Ottawa  
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25c for one passenger any place in East  
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The following prices include one to four  
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50c to Ouellette Ave., North of Tecumseh  
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75c to the West limit of Windsor North  
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\$1.00 to the Ambassador Bridge, North of  
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\$1.25 West of Ambassador Bridge, North  
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75c to Little River.

\$1.50 to Lesperance Road or Blue Water  
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75c for one or four from St. Rose to West  
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*Real Estate Investments in the  
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Bonds—Loans—Insurance  
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**DEPENDABLE SERVICE**

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**SEMI-FINISHED and FINISHED FAMILY**

Select Your Service and We'll Guarantee Satisfaction.

Prices are Consistent with Good Workmanship.

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Your car deserves the best. Why be satisfied with less than Champions, the better spark plug. New Champion Spark Plugs once a year save their cost in gas and oil alone.

CHAMPIONS for every engine everywhere.

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STEEL ERECTION

MOVING MACHINERY

HOUSE MOVING

STACK RAISING



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Is Our Wish, Both to the  
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Individual Citizens of  
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May Your City Continue  
to Expand and Prosper--  
and May This Prosperity  
Be Reflected In Every  
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to live, own homes and educate their  
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Located at George Ave. and C. N. Railways, where  
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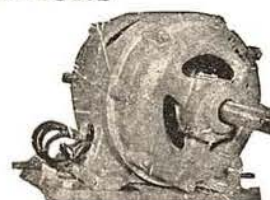
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1025 TECUMSEH ROAD

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GO FORTH IN FULL MEASURE TO THE  
INDIVIDUAL CITIZENS, THE PUBLIC  
OFFICIALS AND THE ORGANIZATIONS  
WHOSE EFFORTS HAVE MADE EAST  
WINDSOR THE PROGRESSIVE, WELL-  
THOUGHT-OF CITY IT IS TODAY.

## **BORDER CITIES WIRE & IRON WORKS**

ASSUMPTION AT KILDARE

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Quality Unsurpassed

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**Contractors and Engineers**

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**Congratulations East Windsor**

**Industrial Acceptance Corporation Limited**

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**Compliments of**

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WALKERVILLE, ONTARIO

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to the Pioneers of the New

**EAST WINDSOR**

from the Pioneers of the Music Business in the  
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That your thriving municipality—new in name only—may continue to grow and prosper in even greater degree is the sincere wish of the entire personnel of this great music house.

*"The Musical Centre of the Border Cities"*

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*How d'you do ---*

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315 ALBERT ST.

WINDSOR



*Compliments of*  
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*Best Wishes for East Windsor*  
**NICHOLS, SHEPPARD & MASSON**  
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STRUCTURAL STEEL  
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BUILDERS' IRON WORK

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*G-r-e-e-t-i-n-g-s ~*

TO YOU, EAST WINDSOR ON THIS,  
YOUR FIRST BIRTHDAY.

May the great developments of the past few years  
be but a small fraction of what is in store for you.

**BALLANTYNE DAIRIES  
LIMITED**

313 PITT ST. EAST

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Our Delivery Covers the Entire Border

*Greetings ~*  
EAST WINDSOR



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City of  
East Windsor



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Congratulations To East Windsor

and best wishes for the future



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&

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WALKERVILLE, ONT.

East Windsor

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439 CATARAQUI ST.

WINDSOR





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Today, more than ever, we try to bring a human sympathy and an intimate understanding into our daily business contacts.

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Can you afford  
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personal appearance  
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clothes are so  
moderately priced  
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5 Busy Stores Growing On Value

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THE CITY OF EAST WINDSOR

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Canadian Terminal Walls

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Best Wishes to the New City of East Windsor

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Funeral Home  
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655 Ouellette Avenue, Windsor  
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Greetings to  
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WINDSOR, ONT.



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To the City of East Windsor



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To the City of East Windsor

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WALKERVILLE, ONTARIO

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To the City of East Windsor

**Provincial Bank of Canada**

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